

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Chilhowee Historic District
other names/site number _____

2. Location

street & number Downtown portions of Walnut and Main Streets not for publication
city, town Chilhowee vicinity
state Missouri code MO county Johnson code 101 zip code 64733

3. Classification

| | | | |
|--|--|-------------------------------------|--------------------|
| Ownership of Property | Category of Property | Number of Resources within Property | |
| <input checked="" type="checkbox"/> private | <input type="checkbox"/> building(s) | Contributing | Noncontributing |
| <input checked="" type="checkbox"/> public-local | <input checked="" type="checkbox"/> district | <u>21</u> | <u>2</u> buildings |
| <input type="checkbox"/> public-State | <input type="checkbox"/> site | _____ | _____ sites |
| <input type="checkbox"/> public-Federal | <input type="checkbox"/> structure | _____ | _____ structures |
| | <input type="checkbox"/> object | _____ | _____ objects |
| | | <u>21</u> | <u>2</u> Total |

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Frederick X. Brunner
Signature of certifying official Frederick X. Brunner, Ph.D., P.E., Director Date 1/24/88
Department of Natural Resources and State Historic Preservation Officer
State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) _____

Signature of the Keeper _____ Date of Action _____

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Chilhowee Historic District

Function or Use (continued)

Historic Functions

Current Functions

Religion/church

Religion/church
Government/post office

6. Function or Use

Historic Functions (enter categories from instructions)

Commerce/specialty store

Commerce/financial institution

Commerce/department store

Commerce/restaurant

Government/post office

Current Functions (enter categories from instructions)

Commerce/specialty store

Commerce/financial institution

Commerce/department store

Commerce/restaurant

Vacant/not in use

7. Description

Architectural Classification

(enter categories from instructions)

Other: Victorian One/Two Part Commercial
Block (Longstreth, 1987: 24-68)

Materials (enter categories from instructions)

foundation Concrete

walls Brick

roof Asphalt

other

Describe present and historic physical appearance.

The Chilhowee Historic District consists of virtually the entire downtown business center of Chilhowee, Missouri. The 21 contributing and two noncontributing one-and-two-story buildings are concentrated within a short strip (less than a block) of Main Street and along one full block and two partial blocks of Walnut Street, a total area of approximately four acres. Within the district boundaries are three small areas of nondisruptive open space, indicative of the railroad town's failure to attract new investment after the early boom years. The immediate surrounding area is primarily residential, fading quickly into farmland. Taken together, the buildings successfully portray the historic appearance of an early 20th century mercantile center which served a dispersed agricultural community in west-central Missouri. As such they are closely associated with Chilhowee's development, prosperity, and ultimate decline for today, most of the buildings are unused or under-used.

Workmanship varies but the range is not dramatic. Some of the smaller structures undoubtedly were erected rather hastily over the span of a few good days in a building season. Others are more elaborate, their bricks laid with greater precision and a sense of artistry. While a few buildings are nearly devoid of ornamentation, most at least display elaboration at the cornice. All but two of the contributing buildings are made of brick. Two banks, one with a modest temple front and the other with a profusion of brickwork arches, are the most ornate buildings. Although the bank with extensive archwork shows an Italianate influence, the style is greatly diluted. The other bank's Tuscan columns indicate a classic influence but nothing is developed. Vernacular architecture prevails, no formal style being represented by the typical district building. Elements of their vernacular architecture link the resources, contributing to the visitor's impression that they share a common past.

Appropriately, despite the general austerity of most of the architecture, no two buildings are totally alike. For example, segmental arches and concrete lugsills are the predominant window form but the configurations are different. Recessed, transomed entrances are common but their placements vary. These and other variations within a common theme enhance the district's visual appeal.

The buildings also may be categorized according to Longstreth's typology, in which identification is based on the arrangement of the facades rather than on the details of individual buildings. Thus the Chilhowee Historic District could be said to consist of one-part (one-story) and two-part (two-story) commercial blocks, Victorian-influenced, plus a few free-standing buildings.¹ As a group, the buildings in Chilhowee are more significant for their architectural similarities than for their differences.

See continuation sheet

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Chilhowee Historic District

Exteriors of approximately half of the resources retain their historic integrity without need for qualification. The others have been altered through fenestration changes and in other ways but no main facade has been completely reworked. For example, one altered building has remarkable integrity with the exception of a new and visually jarring gabled roof. In the most drastic case, the impact of the alteration--modern overhead doors to accommodate a volunteer fire department--is attenuated by the presence of an original metal awning and the building's contiguous position within the district's only Main Street grouping. Chilhowee's buildings are not preserved in amber but they are well preserved, considering the amount of time that has elapsed since the 1904-1930 period of significance and the number of resources involved.

Despite the diminished integrity of some buildings, perhaps it should be noted at this point that no other railroad town within Johnson County contains such a relatively unspoiled trading center as Chilhowee.² While other area communities hold potential historic districts, none contains such a high proportion of contributing buildings as Chilhowee. Other Johnson County communities tend to be larger with more commercial activity and numerous non-contributing buildings in their mercantile centers (Warrensburg, Holden, Knob Noster) or smaller with little or no district potential (Centerview, Latour, Medford). Although its population has surged ahead, Leeton today is the Johnson County community most like Chilhowee. Both were railroad towns within a rich agricultural setting. Their architecture was approximately similar in terms of the size, style, and number of buildings within the trading center. But while virtually the entire downtown of Chilhowee contributes to the district, with good historic associations, the same is not true of Leeton today. The west side of Leeton's Main Street contains a potential contiguous district but some storefronts on the east side of Main Street have been distractingly modernized with aluminum and shake shingle overhangs, as well as other changes. Chilhowee was selected for nomination over other Johnson County townscapes because of the quantity and quality of its resources and their superior ability to evoke the feeling of an early 20th century trade center.

Few external signs are used in the Chilhowee Historic District. This is of course extremely appropriate, since it was the local practice during the period of significance simply to paint the name of the latest owner across the front of the facade or on the plate glass windows. While Leeton also has minimal signage, other area communities of comparable or larger size have considerably more.

Approaching the district over gravel county roads from the west end of Walnut Street, the transition from rural landscape to brick buildings growing out of the prairie is as surprisingly abrupt today as it must have been 75 years ago, during the period of significance. A good time to visit the district is late afternoon of a sunny day, after the few businesses have closed. The slanting light from the west brings out details of the architecture. Ironically, the deserted streets make it easier to imagine an earlier time when Chilhowee's downtown trading center bustled with activity. Despite alterations to some of the storefronts, the impression--much enhanced by the metal awnings on most of the west-facing and south-facing buildings--is that the turn of the century was much more recent here than the calendar reality.

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Chilhowee Historic District

Properties in the district, keyed to the sketch map, are as follows:

1. Vacant building, 101 E. Walnut St. Built in 1910, this squarish two-story brick building originally housed the drugstore of Dr. T. S. Howard and the barber shop of M. L. Day. During the 1920s, it became Lacy's Meat Market. The three-bay storefront is recessed and moderately corbeled, with corner piers. Windows and a transomed side entrance are segmentally arched, with concrete lugsills. The recessed double-door entrance has been superficially altered by the installation of wood paneling over the east doorway. An interior wall divides the lower level into two units with connecting doorways but the full second floor was designed as living quarters (unusual in the Chilhowee district, where most second floors had a commercial function). The brickwork by Ed Inman of Warrensburg, Mo., is representative of area commercial architecture in the early 20th century. In 1986, the uppermost three courses of brick were removed and a gable roof installed. This changed the corner building's character, since only a sloping flat roof would have been appropriate. The original corrugated metal awning is intact. The interior has sustained extensive water damage and integrity is diminished by the new roof. (See Photos #1, 3, 4, and 7.)
2. Vacant building, 103 E. Walnut St. Built in ca. 1914, this rectangular one-story brick building was used as an automobile repair garage by Harry Downing and as the base of his taxi or livery service by Walter Downing. In ca. 1915, the Downing brothers extended the relatively unadorned building to its present length and added a pressed metal ceiling. They also became automobile dealers. During the 1920s, the original vehicle entrance was converted into the east display window and a doorway at the west end was bricked over. Entry is through the adjacent east building. The corrugated metal awning approximates the original awnings on several other district buildings but actually was fabricated in ca. 1946. This building retains sufficient integrity to convey its historic associations. (See Photos #3, 4, 6, and 7.)
3. Storage building, 105 E. Walnut St. By 1920 when this single-span, arched roof rectangular brick building was constructed, Harry and Walter Downing (see above) had become successful Ford dealers. This double-lot building became their service garage. With its tiered parapet and horizontal bands of smooth gray limestone, this is the district's most "modernistic" building. Squares of stone set in the parapet and at the corners of windows and doors provide a decorative touch. The general contractor was William L. Schraag, who also built Chilhowee's public school (in 1919). This building is an example of a reasonably prosperous (until the Great Depression) automobile dealership garage in a small town. In this case, the metal awning was installed during the 1920s. This building retains integrity for its period of significance. (See Photos #5, 6, and 7.)
4. Heet Gas Co., 107 E. Walnut St. The storefront of this 1907-built two-story brick building, originally the Chilhowee Hardware Co., is recessed with corner piers and a corbeled brickwork cornice. Two windows in the symmetrical upper storefront have projecting segmental arches with labels and concrete lugsills. The date of construction, 1907, is centered in the parapet above two projecting courses. The recessed

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single-leaf entrance is transomed and there are rectangular sidelights. Large transomed display windows fill most of the space between the corner piers. The general contractor of this rectangular three-bay building was Inman Bros., California, Mo. The metal awning is original. This is an especially well-preserved example of an early 20th century commercial brick building. Integrity is retained. (See Photos #3, 4, and 7.)

5. U. S. Post Office, 111 E. Walnut St. Built in ca. 1965, this small one-story brick building is on the site of an outdoor theater called the Airdome during the 1920s. The main facade of red brick contains an offset entrance of glass and metal. This is a NON-CONTRIBUTING building. (See Photo #8.)
6. Advanced Automation Industries, Inc., 113 E. Walnut St. This rectangular brick building was built in 1910 for S. R. "Ray" Sweeney, who was an undertaker and furniture dealer. Relatively low for a two-story building, it has a row of eight rather tall and narrow windows at the upper level. These windows are not visible today, having been covered with decorative pressed metal sheathing during the period of significance. The brickwork cornice is corbeled above two string courses of brick. The original recessed entrance has been altered by the installation of a contemporary metal and glass doorway. The original metal awning is intact. With the exception of the modern doorway, the exterior building retains its historic identity. (See Photos #8, 9, and 13.)
7. Community Cafe, 115 E. Walnut St. Built in 1907 as the Farmers Bank, this one-story rectangular brick building remained a bank until 1927 when a depressed economy resulted in a merger with the town's other bank, the Chilhowee Bank (Bldg. #18). Subsequently, this building became the post office and, most recently, a restaurant. Architecturally, this building is noteworthy for its elaborate brickwork. Both the recessed double-leaf entrance (transomed) and recessed display window have semi-circular arches with radiating voussoirs. The parapet is filled with detailing, beginning with a double-coursed dentil at the highest point of the parapet. A row of corbeled semi-circular arches with voussoirs follows. Below that is a band of diamond-patterned brickwork. The brick mason is unknown but may have been James White of Leeton, Mo. The exterior of this interesting building is essentially unaltered. The original metal awning is present. Integrity is retained. (See Photos #8, 9, 10, 11, and 13.)
8. Storage building, 117 E. Walnut St. This 1907-constructed, two-story rectangular brick building was Murphy Bros. Hardware in ca. 1910. Dentist C. R. Stephens occupied an upstairs office at that time. During the teens, it became the John L. Wright Hardware Co. A switchboard for one of Chilhowee's two telephone companies was upstairs. The parapet contains a corbeled brick cornice with a pattern of recessed crosses. Two projecting courses provide additional embellishment. Second floor windows have dentilated projecting segmental arches and concrete lugsills. The lower storefront has unusual round-cornered pilasters of brick and coffered scuff panels. The east half of the storefront is recessed with a double-leaf main entrance adjacent to a single doorway leading upstairs. Each of these entrances is

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transomed. With its original metal awning, this is a superior example of an early 20th century commercial building. Integrity is retained. (See Photos #8, 9, 12, and 13.)

9. Wharton Grocery, 119 E. Walnut St. Built in 1906, this two-story corner building apparently is the oldest of the town's two-story brick buildings. The upper and lower stories have been separately owned for most, perhaps all, of the building's history. Originally Valentine & Son's General Store, the first floor of this building housed a general store throughout the period of significance. Until recently, the second floor was used as a Masonic lodge. Unlike most district buildings, this one has an ornate cornice of metal. Windows have dentilated projecting segmental arches, similar to but slightly more arched than those on the adjacent building west (Bldg. #8). The entrance is cutaway (canted) in the southeast corner like the inside of a tripartite bay. A fluted cast iron column with moldings and a pedestal base supports the overhang. Smooth metal columns divide the transomed display windows vertically. A transomed doorway on the east leads to the second floor. A railing porch which wrapped around the front and east side during the teens was removed decades ago. One upstairs window has been bricked. Most of the other upstairs front and side window openings were superficially sealed in ca. 1975, but the surrounds and sash are unaltered. The original glass display windows are intact behind wood paneling. This building retains integrity except as noted. (See Photos #9, 12, and 13.)
10. Storage building, 205 E. Walnut St. Amos P. Franse operated a poultry and egg business in this one-story brick building for several years after its construction in 1910. This building lacks cornice elaboration with the exception of four projecting courses of brick, subtly corbeled. The front window is segmentally arched with dentils and a concrete lugsill. Entry is through a rather crude wooden doorway centered in a vehicle entrance, which appears to be a decades-old alteration to the original doorway. Although it contributes to the ambiance of the district, this building's integrity is reduced since it is assumed that the vehicle entrance is non-original. (See Photo #14.)
11. Storage building, 207 E. Walnut St. Built in 1910, this one-story brick building originally was a harness shop. By the 1920s, it housed one of Chilhowee's two telephone exchanges. The parapet contains two projecting courses subtly corbeled on a plane with nearly identical brickwork on the adjacent building west (Bldg. #10). Transomed display windows with wood aprons flank a vehicle entrance, apparently a decades-old alteration to the original recessed entrance. This three-bay building at the eastern edge of the district has a ceiling of pressed metal. An original or early corrugated metal awning is still in place. This building retains sufficient physical features to convey its past identity. Integrity is reduced by the altered entrance, however. (See Photo #14.)

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12. Farmers Tire Center, 206 E. Walnut St. Blacksmith Herman Kunde is believed to have used this ca. 1910 rectangular brick building throughout the period of significance, and beyond. The cornice is moderately corbeled. The west side of the three-bay storefront has been reworked, apparently in order to convert a vehicle entrance into a display window. Although altered (in the 1950s), this building is considered as contributing because only part of the facade is affected and it is still evocative of its historic period. Integrity is diminished with regard to the design and material elements. (See Photo # 15.)
13. Chilhowee Baptist Church, 101 S. Pennsylvania Ave. The main (east-west) portion of this 1½-story frame church building is said to have been moved to its present location from nearby Blairstown, Mo., in ca. 1904. Although expansion into a cross-gabled structure apparently occurred during the period of significance, subsequent alterations include a modern and highly intrusive extension to the south. Because of this large, late addition, this building is considered as NON-CONTRIBUTING. (See Photo #15.)
14. Farmers Produce Exchange, 118-120 E. Walnut St. Early use of this two-story, 1907-built brick building, the district's largest, was as a general merchandise store (Journey & Sappington, Cahill & Sweeney in ca. 1908). During the period of significance, it housed such diverse facilities as a millinery shop, restaurants, a jewelry store, barber shops, and a produce and feed store as well as general merchandise. The upstairs provided office space, facilities for a lodge hall (Modern Woodmen of America), and during the late teens, classrooms for Chilhowee high school students. The brickwork cornice is dentilated and corbeled. Upper windows have segmental projecting arches and labels which angle into two projecting courses across the main facade. Lugsills are concrete. The larger (east) unit has a recessed corner entrance (tripartite). Round cast iron columns provide decorative support at this entrance and at another inset entrance to the west unit. Two small segmentally arched doorways, one transomed, are on the east side. The lower storefront was superficially altered in ca. 1970 by the addition of aluminum siding over the transoms and portions of the display windows. Upper windows are plywood-covered. Considering the limited, reversible alterations, integrity is retained. (See Photos #16 and 18.)
15. Chilhowee Senior Citizens Building, 116 E. Walnut St. This one-story brick building, built in ca. 1905, was an appendage of the Cahill & Sweeney dry goods complex by ca. 1909. It became a grocery store (Thomason & Son) during the late teens or early 1920s. Subsequent uses include creamery, bowling alley and restaurant. The parapet contains courses of brick angled for a sawtooth effect at the cornice and near the roofline. The recessed transomed entrance is flanked by fluted, tapering cast iron columns with pedestals. Transoms have been paneled. Integrity is retained. (See Photos #16, 17, and 18.)

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16. Vacant building, 114 E. Walnut St. This ca. 1905 one-story brick building was a harness shop early in the period of significance. During the teens and 1920s, it housed an ice cream parlor on one side and a post office on the other. This duplex building is one of two adjacent structures with sawtooth embellishment along the cornice. The recessed entrance has opposing east and west doorways and a transomed window is between them. Entrances and windows have been covered with plywood. Integrity of the facade is retained and this building enhances the district, but the structure is unsound because of a collapsed rear wall which is not apparent from the street. The interior is fire-damaged. The City of Chilhowee is considering reinforcement to prevent additional deterioration. (See Photos #16 and 18.)
17. Vacant building, 110-112 E. Walnut St. This one-story brick building is believed to have been constructed in ca. 1930, at the end of the period of significance. Early tenants were The Chilhowee News and a restaurant. Beneath its plain cornice, the sequence of fenestration from east to west is square display window/transomed entrance, square display window/transomed entrance. The space under the vertical header lugsills is recessed. Integrity is retained. (See Photo #18.)
18. Chilhowee Bank, 100 E. Walnut St. Built in 1915, this squarish one-story brick building is an interesting example of a World War One-era small town bank. The Chilhowee Bank and the nearby Farmers Bank (Bldg. #7) merged in 1927 but the "new" bank failed a few years later. Stone Tuscan columns flank the entrance which is set at an angle in the northwest corner. The plain cornice is capped with limestone. Four bands of smooth limestone also grace the street-facing walls. The two middle bands are in effect continuous lintels and lugsills. Tiara-like, a stone circle with the date, 1915, breaks the roofline over the entrance. Also above the doorway is a rectangular stone inscribed, CHILHOWEE BANK. Original windows on the north and west sides contain 16-pane transoms. The general contractor was John E. Anderson & Son of Kansas City, Kans. The brick mason was Louis Hanes of Blairstown, Mo. Alterations include replacement of a double-leaf wide transomed entrance with a modern single doorway and transom (tastefully done, however), bricking various windows on the east and south facades, and installing a drive-up window on the east, all in 1975. Despite the reworking and the resulting loss of integrity, this building is a strong contributing element which is evocative of its place in time. (See Photos #1, 2, and 21.)
19. Vacant building, 103 S. Main St. Originally a duplex shared by the Bobbs & Murphy Real Estate office and Dr. G. T. Stark, this metal-sheathed frame structure is the district's oldest contributing building. It was constructed in 1904. The real estate office also housed a small public library until ca. 1908. The sheathing is stamped with a rock-faced, coursed pattern. Appropriately, the ornate cornice also is metal. Separate transomed flush entrances to the north and south halves are centered in the storefront. Each unit contains a large opening for two 1/1 windows. The openings have been sealed with plywood. This building retains integrity. (See Photos #19 and 21.)

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20. Storage building, 105 S. Main St. The drugstore of M. J. Ream was in this one-story brick building, erected in 1907, for most of the historic period. The parapet is divided into three recessed panels corresponding to the lower three bays. Two courses of brick are angled for a sawtooth effect. The lower storefront is extensively windowed, beginning a few inches above the sidewalk. The recessed entrance is transomed. A corrugated metal awning is supported by metal piping. There is no problem with integrity, but this building is in poor condition and plywood has been installed rather carelessly over much of the storefront. (See Photos #20 and 21.)
21. City garage, 107 S. Main St. This one-story brick building was constructed in ca. 1907. During the teens, it was used as a restaurant and meat market. Two projecting courses of brick are corbeled at the cornice. In ca. 1970, two vehicle entrances for firefighting vehicles were installed in the storefront. Transomed windows and part of the central recessed entrance appear to be original. A corrugated metal awning is supported by metal piping as on the adjacent building north. This building is considered as contributing despite the unfortunate alteration, the impact of which is attenuated by the awning. It is one of three extant Main Street buildings from the decade ending in 1910. (See Photo #21.)
22. Vacant building, 100 S. Main St. This former White Eagle filling station--the district's smallest building--was constructed in the late 1920s. The frame structure has a metal-covered hipped roof with cresting. The roof overhang is supported by beveled wood posts on paneled concrete bases. The overhang is coved. The building front contains a single plain entrance and a double-hung 6/1 window. Siding is diamond-patterned. The gasoline pumps have been removed. Integrity is retained. (See Photo #22.)
23. Storage building, 100 block of West Walnut Street. This one-story brick building on the south side of Walnut Street was constructed in ca. 1915. Originally, it housed the City Electric Light Plant. The east facade contains an original vehicle entrance and two small windows, all segmentally arched with lugsills of vertical header bricks. The north facade appears to have been altered decades ago by the construction of two vehicle entrances. The plain parapet has been removed. Considering the intact east facade with its original fenestration and the overall impression of the building, sufficient integrity is retained to evoke its past. (See Photo #23.)

Endnotes

¹ Longstreth, Richard. The Buildings of Main Street: A Guide to American Commercial Architecture. Washington, D.C.: Preservation Press, 1987, pp. 24-68.

² The architectural resources of Johnson County were surveyed from June 1985 through June 1987, under grants to Show-Me Regional Planning Commission from the Missouri Department of Natural Resources. The research team agreed that Chilhowee represented the "best" townscape of its class within Johnson County. The researchers were Dr. Joy Stevenson, Roger Maserang and Tom Christopher.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture
Commerce
Agriculture

Period of Significance

1904-1930
1904-1930
1904-1930

Significant Dates

N/A
N/A
N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Various

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Chilhowee Historic District, Chilhowee, Missouri, is eligible for listing in the National Register of Historic Places under Criteria A and C and is significant in the areas of Architecture, Commerce and Agriculture. The district is a relatively intact grouping of commercial buildings associated with the impact of the railroad industry on the birth, growth and ultimate decline of numerous towns along the nation's abandonment corridors. Together, the 21 contributing structures are evocative of their past as an early 20th century agricultural trade center in a Missouri railroad town. Representative of a dwindling vernacular tradition, the primarily red brick buildings are appropriately Spartan with the exception of two moderately stylized banks. Railroad-generated prosperity seemed assured and there were additional great expectations of coal wealth when most of the district buildings were constructed from 1904-1910. Others were built after a brief coal boom but while the town and its merchants still prospered as a railroad center serving a dispersed agricultural community. No better preserved "railroad town" exists in Johnson County, as determined by a recent survey.¹

"New" Chilhowee (the present town) emerged on Missouri's west-central prairie landscape in 1895 when the Missouri, Kansas & Texas Railroad (Katy) completed a branch line which passed one mile south of the original village of Chilhowee. Development of the new town as an agricultural trade center was swift, the first brick buildings appearing on the platted lots in the early 1900s as the old town--which had been established in ca. 1855--faded.² It was a continuation of the already common pattern of growth and disruption along rights of way as the nation's railroads expanded westward. By 1904, the Chicago, Rock Island & Pacific Railroad (Rock Island) also had constructed a line through Chilhowee.³

The Pennsylvanian sedimentary strata on which Chilhowee sits includes a coal field, and the arrival of the Rock Island coincided with efforts to promote a local shaft mine. While the farm trade plus two railroads could be expected to provide the merchants with long-term security, a coal mine seemingly promised more rapid prosperity. The Rock Island itself was sufficiently interested to dispatch crews for drilling exploratory shafts along the high line.⁴ In 1905, a private mining company (the American Fuel Development Co.) was formed and a site less than a mile west of town was selected for the first of three proposed shafts. Huge population growth was predicted. Symptomatically, the local newspaper often used "black diamonds" as a synonym for coal.⁵

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It was against this background of great expectations, from about 1904 through 1910, that most of Chilhowee's red brick commercial buildings that have survived as contributing elements to the district were constructed. Fifteen of the 21 contributing buildings were erected during this period of unqualified optimism, using bricks and cement unloaded at the local freight yard. After the coal mining experience, which lasted less than four years and failed to produce the hoped for results, construction was keyed more closely to realistic needs and with an eye on the economy. Despite the temporary acceleration of crop prices during World War One, it is unlikely that more than six or seven new business buildings of any size were erected in the business center between 1911-1920. By 1920, Chilhowee for all intents and purposes had reached its carrying capacity. The population was 469, a census year peak.

The local dawning of the automobile age inspired the construction of three of the district's later buildings (two between 1920-1930), but it also encouraged trade at other regional markets--cities such as Clinton, Holden and Warrensburg. Meanwhile, competition with the mail order giants also became devastating to the Chilhowee merchants, whose large brick buildings grew increasingly empty of customers as early as the teens.⁶ Despite its early prominence as a trade center, Chilhowee's economic base was not secure enough to survive the technological and other changes that began its withering as a railroad town.

Business fluctuated during the teens but declined generally (until the World War One boom). After the war, crop prices collapsed and remained low throughout the period of significance while consumer goods cost more, to the bewilderment and ruination of many area farmers whose trade had been crucial to the town's prosperity. After the Great Depression, Chilhowee would remain a viable railroad town for several years before ultimately losing its depots, cattle pens, loading docks and most other trackside remains of the Katy and Rock Island. Development within the downtown district, however, ended in ca. 1930. The bank failed soon after, one of more than 300 Missouri financial institutions unable to survive the crash.⁷

The period of significance, 1904-1930, corresponds (1) to the period during which all of the extant contributing buildings in the historic trading center were constructed, and (2) the years of prosperity or at least relative prosperity before the original fabric of the downtown came apart. Unfortunately, no resources survive from the first few years of growth (prior to 1904), but 1930 is a logical end date.

The Chilhowee Historic District is significant in the areas of Architecture, Commerce and Agriculture:

Architecture

The Chilhowee Historic District is a locally significant example of an early 20th century agricultural trade center in a railroad town. The 21 contributing buildings, all but two of which are brick, clearly share a common past. Primarily significant

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because of their total impression, the vernacular one-and-two-story structures share a rather functional design although each is unique. The austere facades are occasionally enlivened by a brickwork flourish, cast iron column, or ornate metal cornice. Two old banks which are a cut above the average vernacular building in Johnson County are exceptions that add variety and interest. Cohesiveness, as well as the sense of time and place, is enhanced by the corrugated metal awnings sported by most buildings on the north side of Walnut Street and the east side of Main Street. Most of the resources have survived with only superficial alterations to the storefronts, apparently because the later merchants never sufficiently prospered to justify the cost of modernization. The only non-contributing structures are a small contemporary post office and a vernacular Victorian church which has an intrusive addition. Due in large part to the favorable proportion of contributing to non-contributing buildings (a ratio of 91%), the Chilhowee Historic District easily and clearly retains the ambiance of its historic period.

The fact that Chilhowee still has most of its original commercial buildings, especially considering their relative integrity, is unusual for a Missouri town along the Katy abandonment corridor. Other potential districts notwithstanding, no comparable example of a railroad town trade center exists in Johnson County, as determined by an architectural survey completed in 1987.⁸ (See Section 7, Page 1, for a more complete discussion of the rationale for selecting Chilhowee as the premier local example.) While statewide survey has not progressed to the point that comparative evaluation can be made, a 1986 survey of cultural resources along the Katy abandonment route between Sedalia and Machens provides an interesting sample of the type of information that ultimately will be used to place such districts within a proper context. In that survey, 34 railroad and river/railroad towns across approximately 200 miles of central Missouri were visited by staff of the Missouri State Historic Preservation Office. Of these, the old river/railroad towns of Rocheport and Boonville already are well represented on the National Register. Of the others, most were either complex urban centers such as Sedalia and St. Charles, small hamlets with buildings of primarily wood construction such as Tebbetts, Wainright and Steedman, or "ghost" towns such as Nona, Lick and Pleasant Green. Towns described as having a few to several original brick commercial buildings included the pre-railroad river towns of Mokane, Marthasville, Augusta and Hartsburg and the non-river towns of Pilot Grove and Treloan.⁹ Although this latter group includes many significant resources, none of the towns is directly comparable to Chilhowee (most are river towns as well as railroad towns) and most have fewer buildings with district potential. Also, with the exception of existing districts and one or more of the small "ghost" communities, none of the Katy towns surveyed represents so well its unique place in time as does Chilhowee.¹⁰

The Chilhowee Historic District is significant in terms of architecture because it contains Johnson County's largest and most outstanding collection of relatively intact vernacular buildings, dating between 1904-1930, within a setting which is highly conducive to their appreciation as historic resources.

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Chilhowee Historic District

Commerce

The Chilhowee Historic District is significant in terms of commerce because the buildings formed an ensemble that provided the emerging community with a commercial hub. Although Chilhowee was not a created railroad town in the strictest sense (the original village was in place long before the rails went through in 1895), the relationship between the town and its service area was based on the expectations of farmers (that trade centers would be created at intervals) and of merchants (that a surrounding population would support the trade). Thus the dynamics of Chilhowee as a viable town were not unlike those of the hundreds of purely railroad-influenced, created townsites.¹¹ Especially during the first few decades of the 20th century, the downtown buildings were important not only to the townspeople but to the agricultural community of southern Johnson and northern Henry Counties as well. Nonfarming residents of neighboring villages (Denton, Blairstown, Magnolia and Old Chilhowee) also depended on incoming supplies of such things as flour, lumber, machinery and household goods. During the period of commercial coal mining from a shaft mine (1906-1909), miners and their families were among the purchasers of goods, services and commodities.

The transformation of a rather provincial agricultural village into a thriving town with one-and-two-story brick buildings in little more than a decade was not that unusual along the railroad corridors of Missouri; most railroad towns became viable trade centers, even if prosperity was short-lived. But this amount of construction was rather unusual locally, especially for those towns that bloomed as late as Chilhowee. Long before the Katy extended its line through Chilhowee in 1895, many other area towns had become well-established rail centers. The first operational railroad to cross Missouri, the Pacific Railroad (today, the Missouri Pacific), was completed across central Johnson County in 1865.¹² Towns already in existence along the route included Holden, Kingsville, Knob Noster and Warrensburg. Two other area towns, Center-view and Montserrat, were platted from scratch along the right of way. Of these, Holden and Warrensburg--both larger than Chilhowee would become even before the railroad arrived--developed more substantial mercantile centers, while Knob Noster developed a trade center roughly comparable to Chilhowee's. But of the many "later" railroad towns (including Latour, Quick City, Medford, Magnolia, Bowen, Sutherland, Denton and Leeton), only Leeton produced a trade center with comparable numbers of brick buildings, and Leeton is the most viable today. It should perhaps be noted that Leeton, Holden and Chilhowee were the only Johnson County towns served by two railroads. No Johnson County town had more than two.

Examples of district buildings with a single commercial function during the period of significance include a two-story hardware store (Bldg. #4), a two-story general merchandise store (Bldg. #9), a blacksmith shop (Bldg. #12), a bank (Bldg. #8), and an automobile service garage (Bldg. #3). Buildings with multiple commercial functions or governmental functions include a drugstore/meat market/barber shop (Bldg. #1), a harness shop/post office/ice cream parlor (Bldg. #16), and a telephone exchange/harness shop (Bldg. #11). Collectively, these resources demonstrate the range of retail trade and commerce that might develop in a rural trade center in the early 1900s.

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Most Chilhowee merchants prospered during the developmental decade ending in 1910, with farmers as well as coal miners shopping in the downtown district. The decade ending in 1920 was considerably more uneven for the merchants: Coal mining was over, the mail order houses increasingly siphoned off business and crop prices fluctuated wildly. In the second half of the decade, the wartime bonanza temporarily raised the price of farm products to unheard of levels but few new buildings were constructed within the trade center. Grading of an east-west highway through Chilhowee was completed in the mid-1920s, a time of considerable road building throughout the region. But new and improved roads tended to bolster the largest cities at the expense of smaller towns such as Chilhowee. Generally, only area towns located on a paved (as opposed to merely graded) highway showed any growth in the census of 1930. Like many small towns across Missouri, Chilhowee was decimated by accelerated emigration to the cities.¹³ Chilhowee's population fell from 469 to 414.

Agriculture

Agriculture is considered an area of significance because Chilhowee served as a central shipping point for farmers in southern Johnson and northern Henry Counties, allowing that agricultural sector to flourish.

After the hiatus of the Civil War, Missouri's farm population grew rather steadily and agriculture became increasingly mechanized with corn remaining the chief crop. Threshing machines, corn planters, spring tooth rakes and other new machines encouraged production for the market as well as to satisfy local needs. By the early 1900s, hundreds of carloads of corn, wheat, hay, cattle and hogs were annually being shipped from Chilhowee to Kansas City and other markets. It was more or less accurately claimed that Chilhowee was the center of a prime farming, stock raising, and poultry region extending up to 15 miles in all directions.¹⁴ Chilhowee became a center for the dissemination of agricultural information as area farmers periodically gathered there to hear speakers from the University of Missouri College of Agriculture discuss scientific farming methods. In July 1917, a single stockman shipped 13 carloads of cattle from Chilhowee to Kansas City.¹⁵ Weather and crop prices permitting, the agricultural sector prospered. In turn, the economic health of the town depended on the farm trade. Thus when crop prices fell after the World War One boom, merchants and bankers as well as farmers--who had become vulnerable to low market prices as a result of too much specialization--suffered. The relationship was entirely symbiotic, and all three groups were dependent on the railroads.

While their significance in agriculture is closely related to their importance in commerce, some buildings within the Chilhowee Historic District specifically provided farmers with a local outlet. For example, farm products could often be sold or bartered at produce, meat, or general stores (Bldgs. #1, #9, #10 and #14; ultimately, Bldg. #14 would become the local farmers produce exchange). Farmers receiving cash for their fresh fruits, vegetables, eggs, butter, meat and poultry could in turn purchase other goods, services, or commodities in downtown Chilhowee.

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After 1920, Chilhowee's importance as an agricultural trade center waned for several years as area farmers struggled to cope with mounting financial woes. The last of Chilhowee's contributing commercial buildings (Bldgs. #17 and #22) were constructed during this decade of decline, 1920-1930. During World War One, many Missouri farmers who mistakenly assumed that high wartime prices would continue indefinitely mortgaged their land to buy additional acreage (at high prices) and larger machinery for greater production. Although crop prices soon fell, consumer goods cost more than ever and taxes rose, driving many farms into receivership. Numerous farmers moved to Kansas City, St. Louis and other industrial cities in search of the employment that farm-dependent towns like Chilhowee could not provide.¹⁶

The plight of the farmers was reflected in the gradual decline of Chilhowee as a trade center during the 1920s, but the fabric remained intact through the decade and the Great Depression ultimately sounded the louder death knell.

Summary

The Chilhowee Historic District is eligible for listing in the National Register under Criteria A and C and is significant in the areas of Architecture, Commerce and Agriculture. The 21 contributing buildings are associated with the impact of the railroad industry on the birth, growth and eventual decline of countless small towns along their abandonment corridors. Collectively, the resources retain sufficient integrity to evoke their historic period when the trade center served the dispersed agricultural community of southern Johnson and northern Henry Counties. Representative of a dwindling vernacular tradition, the predominantly red brick buildings exemplify regional commercial architecture as it was practiced in the small towns in the early 1900s. During the Great Depression, the fabric of the commercial center came apart and increasing numbers of buildings became empty or underused, a condition which persists today.

Additional Historical Background

The cultural origins of Chilhowee are rooted in the migration during the past century of southerners into Missouri and other areas of the Midwest. One particular southerner named James Simpson was especially important to Chilhowee. Simpson, according to the rather meager account that has survived, was moving a frame building to some newly acquired land when his ox wagon broke down. A spring was nearby, and he decided to stay. This was in ca. 1855. Simpson was joined by families from the southern Blount-northern Monroe County area of Tennessee, and a tiny settlement formed. Simpson's frame building became the first store.¹⁷

In 1858, county surveyor Amos Muron Perry (also a Tennessean) laid out a two-block square area encompassing the settlement. The site was approximately a mile north of the present town of Chilhowee, in Section 12 of T. 44 N. - R. 27 W. Perry is credited with naming the town after a mountain (Chilhowee Mountain) in his home state, just west of Great Smoky Mountains National Park. Originally, Chilhowee was the name of

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Chilhowee Historic District

a Cherokee Indian settlement on the Tellico River near the present small town of Chilhowee, Tenn.¹⁸ Although dramatic growth did not occur, Chilhowee, Mo., nonetheless became a viable community during its first four decades. The population reached perhaps 100.¹⁹

When the new Katy railroad line passed barely a mile from the southwestern tip of the community in 1895, connecting Holden with Bryson in Pettis County and linking Chilhowee with the "rail" world, the impact was immediately felt. Entrepreneur Jonas A. Young and a nephew, Marion Y. Barnum, are said to have laid out the new town on land they owned along both sides of the right of way. The plat of "New Chilhowee" was recorded on Nov. 4, 1895.²⁰ Some residents of the original settlement relocated their frame buildings as well as themselves, using mules and wagons or logs to haul the structures across the gently graded landscape. By 1900, the population of the new town was 200. Businesses included five general stores, a hotel, a bank, two blacksmith shops, a newspaper, a lumber company, a drugstore, a hardware store, a meat market, a shoe store, a harness shop, a barber shop and an implements store. Plus there were three physicians, a milliner, a confectioner, and a livestock dealer. Farmers wasted little time in availing themselves of the local shipping facilities. In 1903, they shipped 314 railroad carloads of corn, hay, wheat, hogs, cattle and other agricultural products, an increase of 104 carloads over the previous year.²¹ None of the early (constructed prior to 1904) frame commercial buildings survive and determining their original locations is largely guesswork, but some of them undoubtedly occupied lots where today's contributing brick buildings stand.

After the arrival of the Katy, perhaps the next most significant event in Chilhowee's history was the arrival of the Rock Island Railroad in 1904. The Rock Island's decision to build the Kansas City-Windsor portion of its Kansas City-to-St. Louis line through Chilhowee was received with considerable enthusiasm. For one thing, the Rock Island was locally perceived as faster and more efficient than the Katy. The arrival of the Rock Island also fueled efforts to develop a coal deposit. In 1905, after civil engineer A. M. Bunn became convinced of the potential for a shaft mine, a mining company was organized. Over the next several months, the American Fuel Development Co. reportedly acquired mining rights to some 12,000 acres in southern Chilhowee Township.²² The coal saga can only be summarized here, but it is significant for its undeniable if unmeasurable effect (in conjunction with the powerful influence of the railroads themselves, first the Katy and then the Rock Island, along with other factors) on the size and number of commercial buildings that were constructed in the district.

On Sept. 29, 1905, virtually the entire town turned out for a groundbreaking ceremony on farmer J. H. Russell's land less than a mile west of Chilhowee. Here Mine No. 1 (three shafts were planned) would be started. The crowd size was described by the local press as several hundred, which was roughly equal to the population of Chilhowee. The accolades flowed, but just one of the predictions was sufficiently

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intoxicating to encourage a rush of construction. Russell told the crowd that Chilhowee's population, then 400, could increase sixfold over the next decade:

Look over these beautiful waving fields of grain, about a mile your village, and then like Rip Van Winkle sleep only ten years and awake to see a second Pittsburg (Kans.). With our village of Chilhowee grown to a city of 20,000 inhabitants...²³

Probably there were doubters in the audience. But if anyone snickered, it was not recorded for posterity.

That December, The Chilhowee News predicted a building season of "unexampled growth and prosperity." The News predicted the erection of at least six "first class buildings of which half if not all will be two stories....This much will surely be done even though no future development is made of the coal mines, which are certain to enjoy a boom..."²⁴ During the early 1900s, articles in the News not only predicted growth but also urged the merchants to build more and larger buildings in order to be ready for the anticipated demand. Three of the extant buildings are believed to have been built in 1904-1905, one was constructed in 1906, and six were erected in 1907.

During the four odd years of coal production near Chilhowee, the output apparently never reached expected levels. On one perhaps typical mining day early in 1909, about 60 tons of coal were extracted from Mine No. 1 (the only productive mine)--an amount roughly equal to a carload. On the average, about 50 miners and helpers were employed.²⁵ Other Johnson County coal mining sites at Bowen, Sutherland and Montserrat were more productive and employed more workers but none of these towns developed into a complex trading center despite the combination of coal and a railroad. Presumably Chilhowee's deeper roots and an existing cadre of merchants from the original settlement provided the impetus for mercantile growth, but undoubtedly there were other factors as well.

There was another flurry of construction in downtown Chilhowee during the 1910 building season, but it turned out to be almost a last gasp. During the next two decades, only a handful of buildings would be erected in the trading center. After 1930, downtown buildings would become increasingly unused and underused and a few would be razed. Doors and windows would be rearranged but with the exception of a new post office and a church addition, no substantial construction would occur for at least 57 years, through the date of this nomination.

Endnotes

¹The architectural resources of Johnson County, Missouri, were surveyed during 1985-87, under grants to Show-Me Regional Planning Commission from the Missouri Department of Natural Resources, Division of Parks, Recreation and Historic Preservation. The research team (Dr. Joy Stevenson of the Missouri Advisory Council and historians Roger Maserang and Tom Christopher) agreed that Chilhowee represented the "best" townscape of its class.

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Continuation Sheet

Section number 8 Page 8

Chilhowee Historic District

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- ²Cockrell, Ewing, ed. History of Johnson County, Missouri. Topeka and Cleveland: Historical Publishing Co., 1918, pp. 245-246.
- ³The Chilhowee News, March 18, 1904.
- ⁴The Chilhowee News, Dec. 18, 1903.
- ⁵On July 22, 1904, The Chilhowee News predicted that the town's population would reach 10,000 within a few years. On Sept. 29, 1905, the farmer on whose land a coal shaft would be drilled predicted 20,000 residents within 10 years. (At the time of the predictions, the population of Chilhowee was approximately 400.)
- ⁶The Chilhowee Blade, June 29, 1917.
- ⁷Meyer, Duane. The Heritage of Missouri: A History. St. Louis: State Publishing Co., Inc., 1963, p. 601.
- ⁸See footnote 1.
- ⁹Denny, James M., Gerald Lee Gilleard and Joetta K. Davis. "Cultural Resources Along the Missouri, Kansas and Texas (Katy Trail) Railroad Route: Sedalia to Machens, Missouri." Jefferson City: Missouri Department of Natural Resources, Historic Preservation Program, 1986. Unpublished study.
- ¹⁰Interview with Gerald Lee Gilleard, survey coordinator with the Missouri Office of Historic Preservation, August 1987. In 1986, Gilleard participated in the survey of the Katy Trail with other members of the Historic Preservation Program staff. Gilleard also has visited Chilhowee.
- ¹¹Hudson, John C. "Towns of the Western Railroads," in Great Plains Quarterly, Winter 1982, p. 43.
- ¹²Cockrell, op. cit., p. 103.
- ¹³Missouri Writers Project. Missouri: A Guide to the "Show-Me" State. New York: Hastings House, 1941, p. 84.
- ¹⁴The Chilhowee Blade, June 29, 1917.
- ¹⁵Ibid., July 20, 1917.
- ¹⁶Meyer, op. cit., pp. 596-597.
- ¹⁷Cockrell, op. cit., pp. 245-246.

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Section number 8 Page 9

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¹⁸Hodge, Frederick Webb, ed. Handbook of American Indians, North America, Part I.
Totowa, N. J.: Rowman & Littlefield, 1975, p. 267.

¹⁹Cockrell, op. cit., p. 246.

²⁰Ibid.

²¹The Chilhowee News, Jan. 27, 1905.

²²The Chilhowee News, June 2, 1905. (Reprinted from The Daily Headlight of Pittsburg,
Kans.)

²³The Chilhowee News, Sept. 30, 1905.

²⁴The Chilhowee News, Dec. 29, 1905.

²⁵The Chilhowee News, Jan. 29, 1909.

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Major Bibliographical References (continued)

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Hastings House, 1941.

Show-Me Regional Planning Commission. "One Hundred Years of Architectural Resources
in Johnson County, Missouri." Warrensburg, Mo.: Unpublished survey of historic
architecture in Johnson County, Mo., 1985-1987.

9. Major Bibliographical References

The Chilhowee Blade.

The Chilhowee News.

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Denny, James M., et al. "Cultural Resources Along the Missouri, Kansas and Texas (Katy Trail) Railroad Route: Sedalia to Machens, Missouri." Jefferson City, Mo.: Unpublished study by Missouri Department of Natural Resources, Historic Preservation Program, 1986.

Longstreth, Richard. The Buildings of Main Street: A Guide to American Commercial Architecture. Washington, D.C.: Preservation Press, 1987.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Show-Me Regional Planning Commission
P.O. Box 348, Warrensburg, MO 64093

10. Geographical Data

Acreage of property Approximately 4 acres

UTM References

A 1 5 | 4 2 5 | 4 10 10 | 4 2 7 1 2 6 0
Zone Easting Northing

B 1 5 | 4 2 5 5 7 1 0 | 4 2 7 1 1 2 6 1 0
Zone Easting Northing

C 1 5 | 4 2 5 5 7 1 0 | 4 2 7 1 1 7 0
93° 51' 15" West (The Chilhowee USGS quadrangle lacks UTM ticks)
38° 35' 21" North

D 1 5 | 4 2 5 4 4 1 0 | 4 2 7 1 1 1 7 1 0

See continuation sheet

Verbal Boundary Description

Beginning at the property line on the east side of Main Street 90' north of the Walnut Street property line (Point A on sketch map), proceed east 486' across Pennsylvania Avenue to the northeast corner of Lot 13 (Point B). Then proceed south along the property lines 260' across Walnut Street to the southeast corner of Lot 5 (Point C). Then proceed west 356' across Pennsylvania Avenue to the west side of the north-south alley immediately

See continuation sheet

Boundary Justification

Boundaries of the Chilhowee Historic District encompass all extant buildings of the historic trade center. Most boundaries are rather obvious property lines along streets and alleys. It was decided to include (but as a non-contributing building) the Chilhowee Baptist Church (Bldg. #13), a frame building which has been enlarged since it was moved

See continuation sheet

11. Form Prepared By

name/title 1. Roger Maserang Staff Historian

organization Show-Me Regional Planning Commission date October 1, 1987

street & number P.O. Box 348, College & Culton Streets telephone (816) 747-2294

city or town Warrensburg state MO zip code 64093

United States Department of the Interior
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Continuation SheetSection number 10 Page 1

Chilhowee Historic District

UTM References

e. 15 425440 4271140
f. 15 425400 4271140
g. 15 425400 4271180
h. 15 425320 4271180
i. 15 425320 4271210
j. 15 425400 4271210

Verbal Boundary Description (continued)

east of the property line of Lot 4 (Point D). Then proceed south 60' to the southeast corner of Lot 6 (Point E). Then proceed west 130' to the east side of Main Street which is the southwest corner of Lot 6 (Point F). Then proceed north 100' along the property line to the southwest corner of Lot 2 (Point G). Then proceed west 264' to the west side of Lot 5 (Point H). Then proceed north 50' to the south side of Walnut Street (Point I). Then proceed east 264' to the property line at the east side of Main Street (Point J). Then proceed north 170' to the point of origin.

Boundary Justification (continued)

to its present location from Blairstown, Mo., in ca. 1904. Unfortunately, this Victorian building has an intrusive modern addition on the south. Although non-contributing, the church has an interesting bell tower and other Victorian detailing. When viewed from Walnut Street, the addition is not readily apparent. It was decided to exclude a ca. 1877 church building just north of the district on the east side of Pennsylvania Avenue. This building, originally called the Union Church and today known as the Community United Methodist Church, was moved to its present location from the original settlement of Chilhowee. Its appearance, however, fails to evoke either its own early period or the district's period of significance. The district boundary was extended west of Main Street in order to include the old City Electric Light Plant (Bldg. #23), even though this resulted in a somewhat awkward boundary at the west end. This ca. 1915 brick building is an example of an uncommon resource within Johnson County, and it obviously is part of the same historical context as the other contributing buildings.

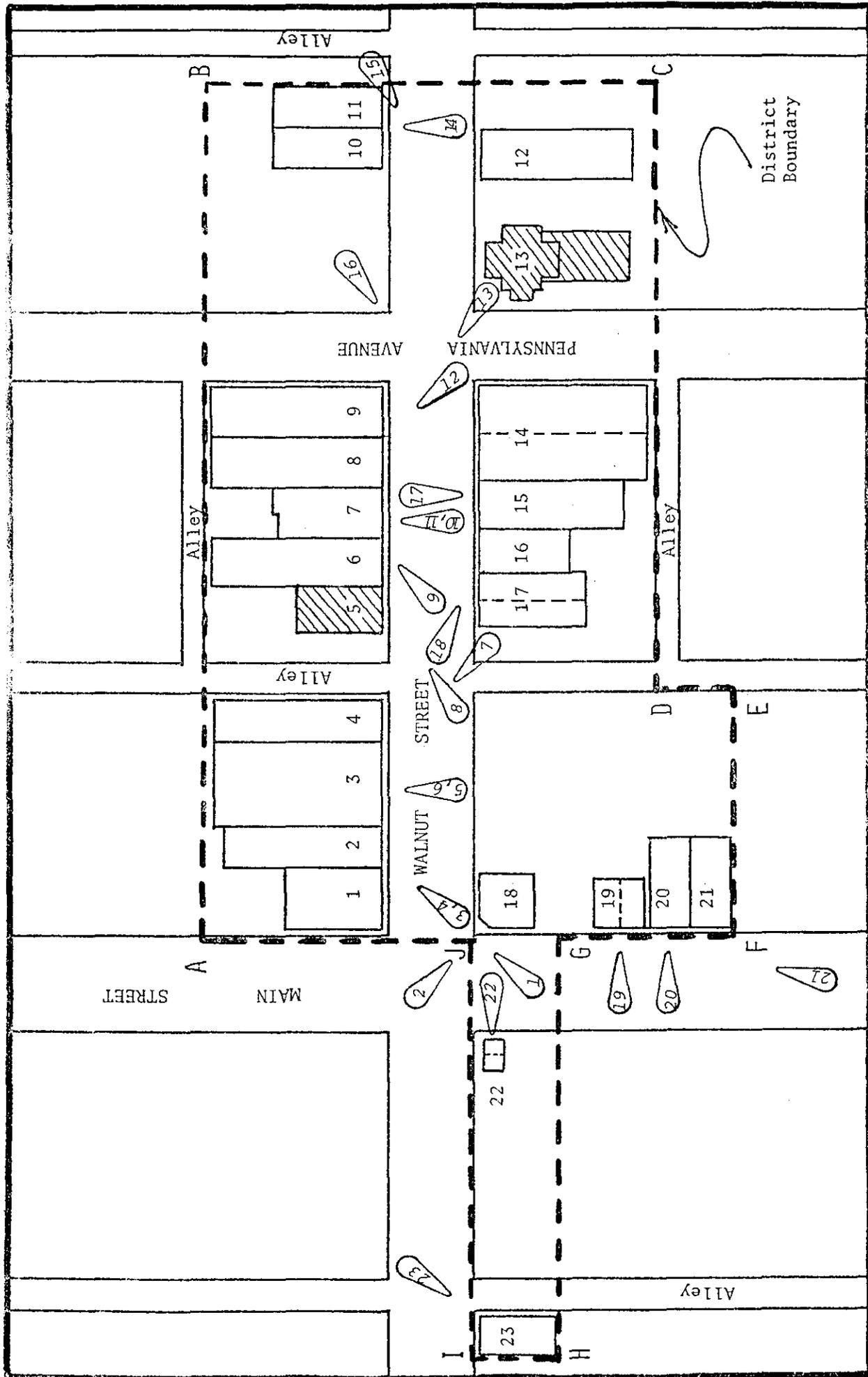
United States Department of the Interior
National Park Service

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Chilhowee Historic District

2. Hugh Davidson
Preservation Planner and State Contact Person
Historic Preservation Program
Division of Parks, Recreation and Historic Preservation
Department of Natural Resources
P. O. Box 176
Jefferson City, Missouri 65102
Date: April 18, 1988
Phone: 314/751-5377



Site Plan Map

CHILHOWEE HISTORIC DISTRICT

CHILHOWEE, MISSOURI



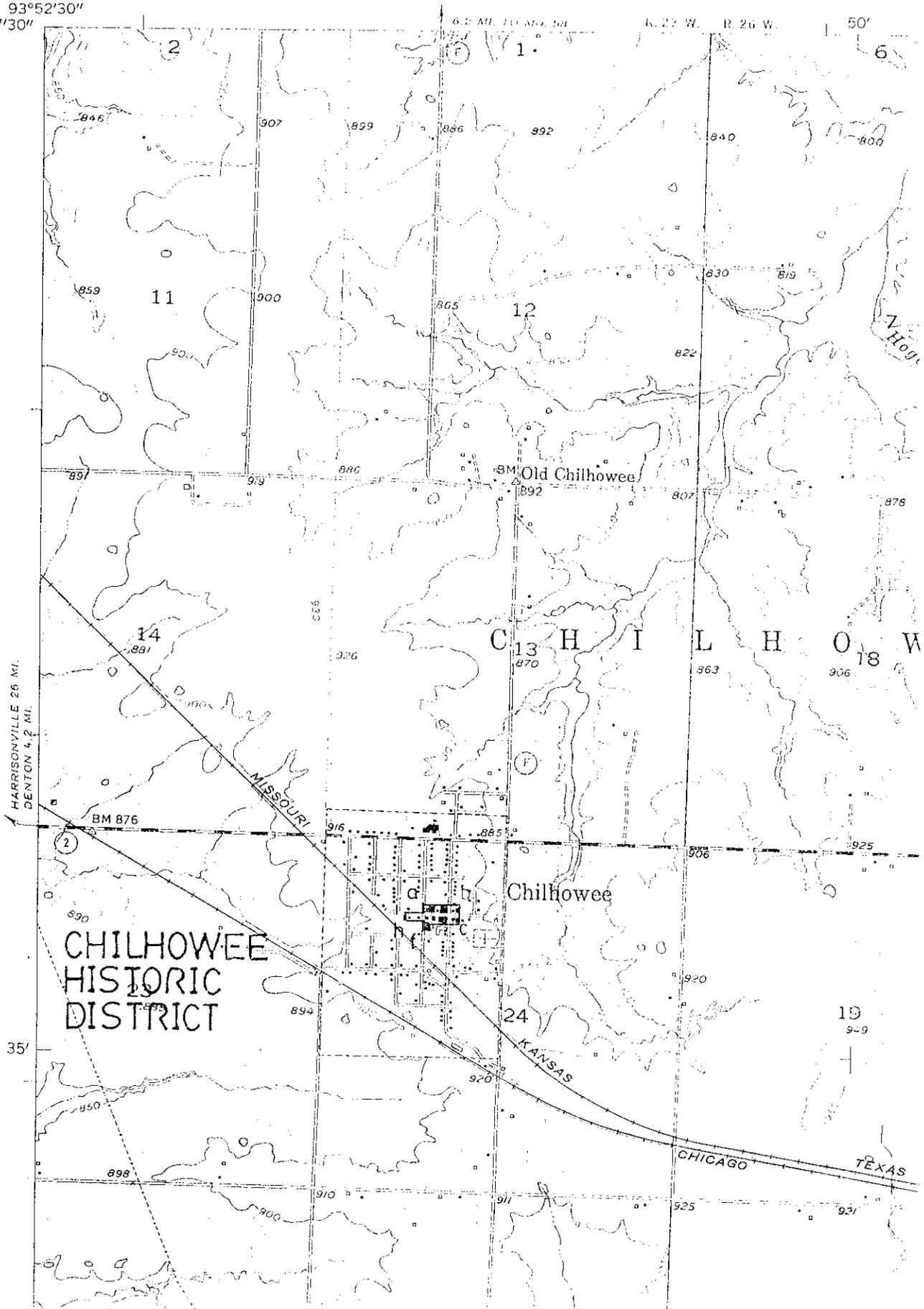
Not to scale
 (Approximate scale = 1" = 75')

-  = Photo number and view
-  = Non-contributing

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

(HOLDEN)

93°52'30"
38°37'30"



- a 425400mE
4271260mN
- b 425570mE
4271260mN
- c 425570mE
4271170mN
- d 425440mE
4271170mN
- e 425440mE
4271140mN
- f 425400mE
4271140mN
- g 425400mE
4271180mN
- h 425320mE
4271180mN
- i 425320mE
4271210mN
- j 425400mE

HARRISONVILLE 26 MI.
DENTON 4.2 MI.

35'

**CHILHOWEE
HISTORIC
DISTRICT**

C H I L H O W E E

Chilhowee

KANSAS

CHICAGO

TEXAS

WALNUT AND MAIN STREETS
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOGR.: ROGER MASERANG

DATE: AUG. 1987

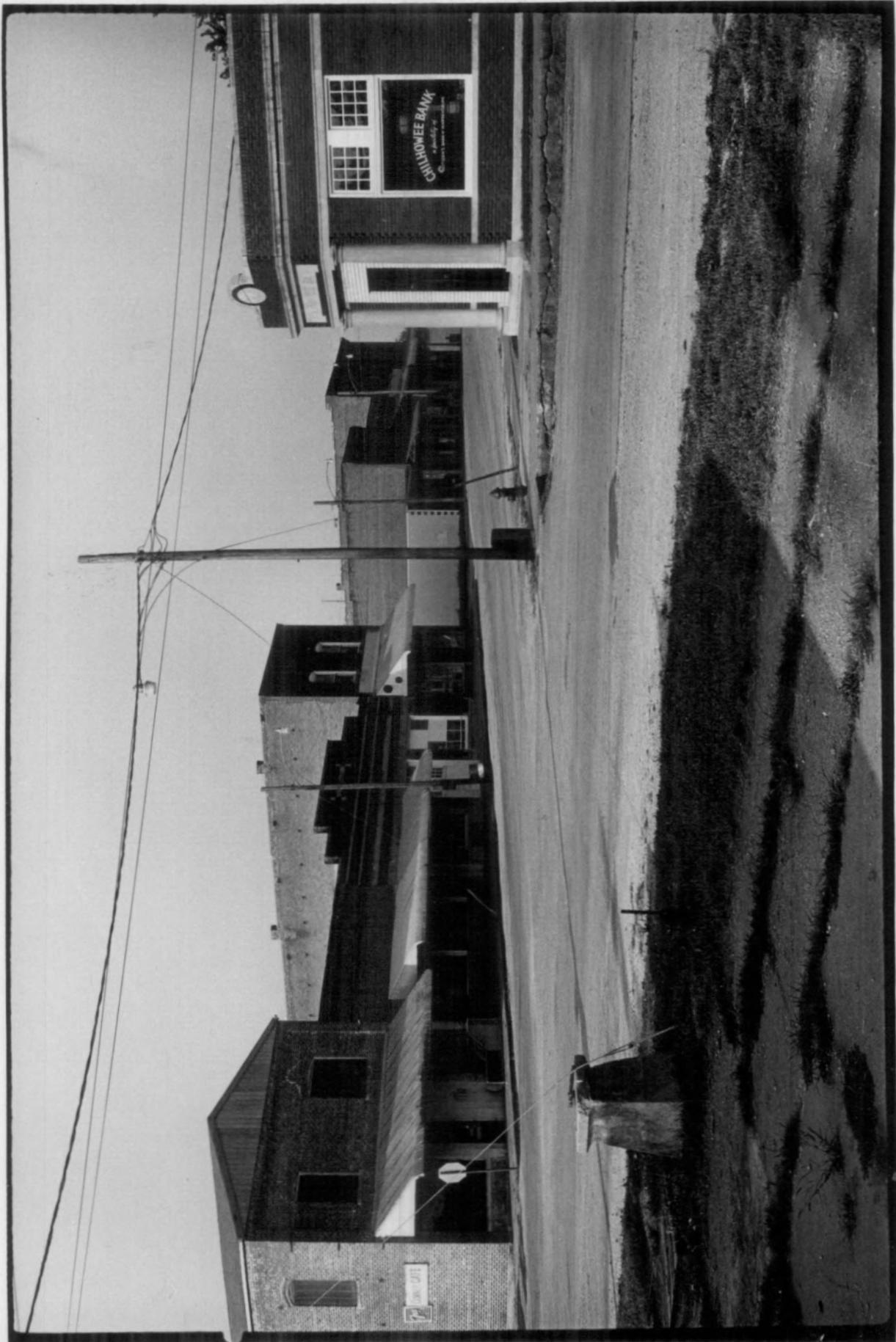
NEG.: SHOW-ME REG. PLAN. COMM.

P.O. BOX 348

WARRENSBURG, MO. 64093

VIEW: FACING NE

NO. 1



CHILHOWEE BANK, 100 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: ROGER MASERANG

DATE: SEPT. 1985

NEG.: SHOW-ME REGIONAL PLANNING COMMISSION
P.O. 348

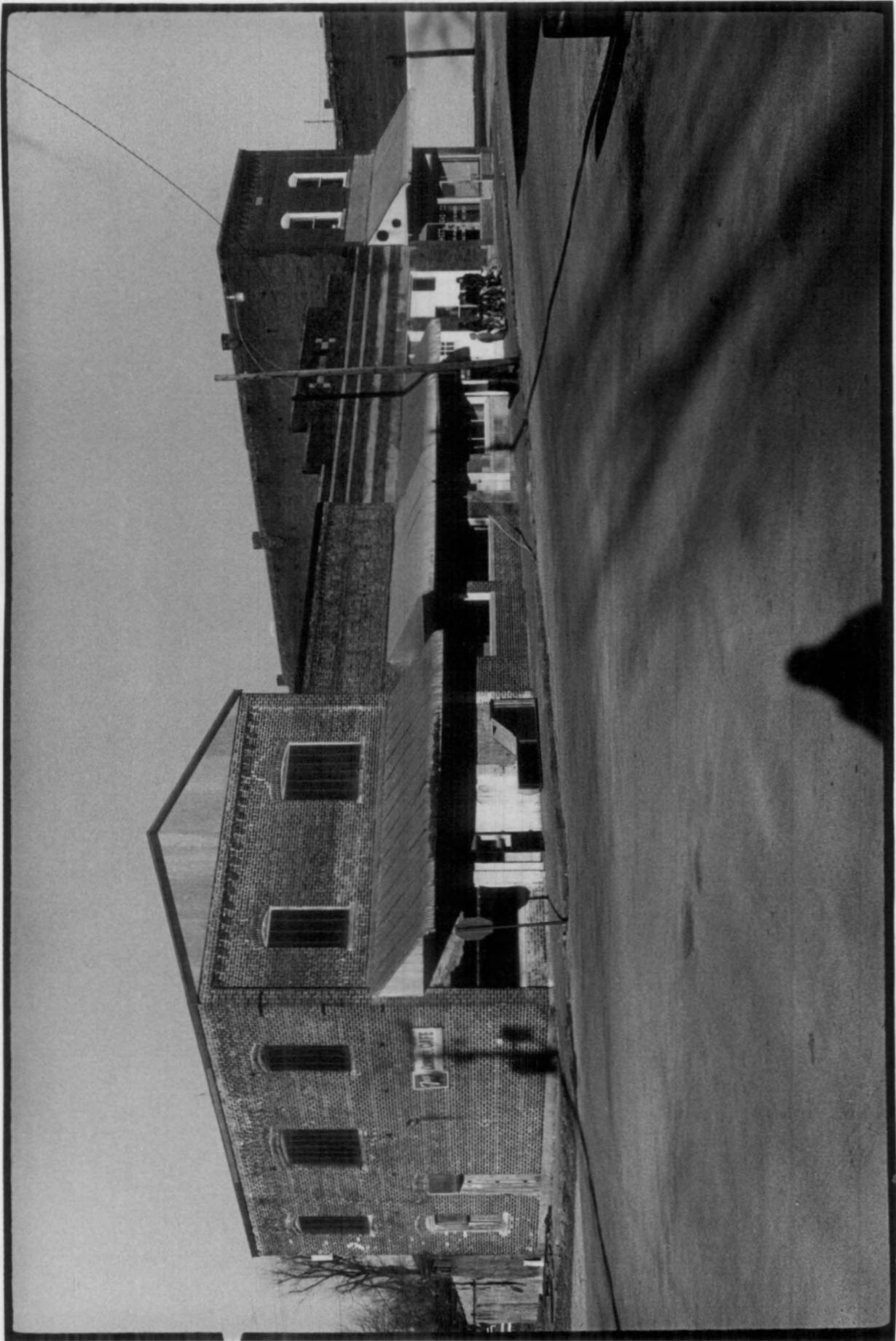
WARRENSBURG, MO. 64093

VIEW: MAIN ENTRANCE FACING SE

No. 2



103-107 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.
PHOTOG.: ROGER MASERANG
DATE: DEC. 1986
NEG.: SHOW-ME REG. PLAN. COMM.
P.O. 348
WARRENSBURG, MO. 64093
VIEW: FACING NE
NO. 3



101-107 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: UNKNOWN

DATE: CA. 1915

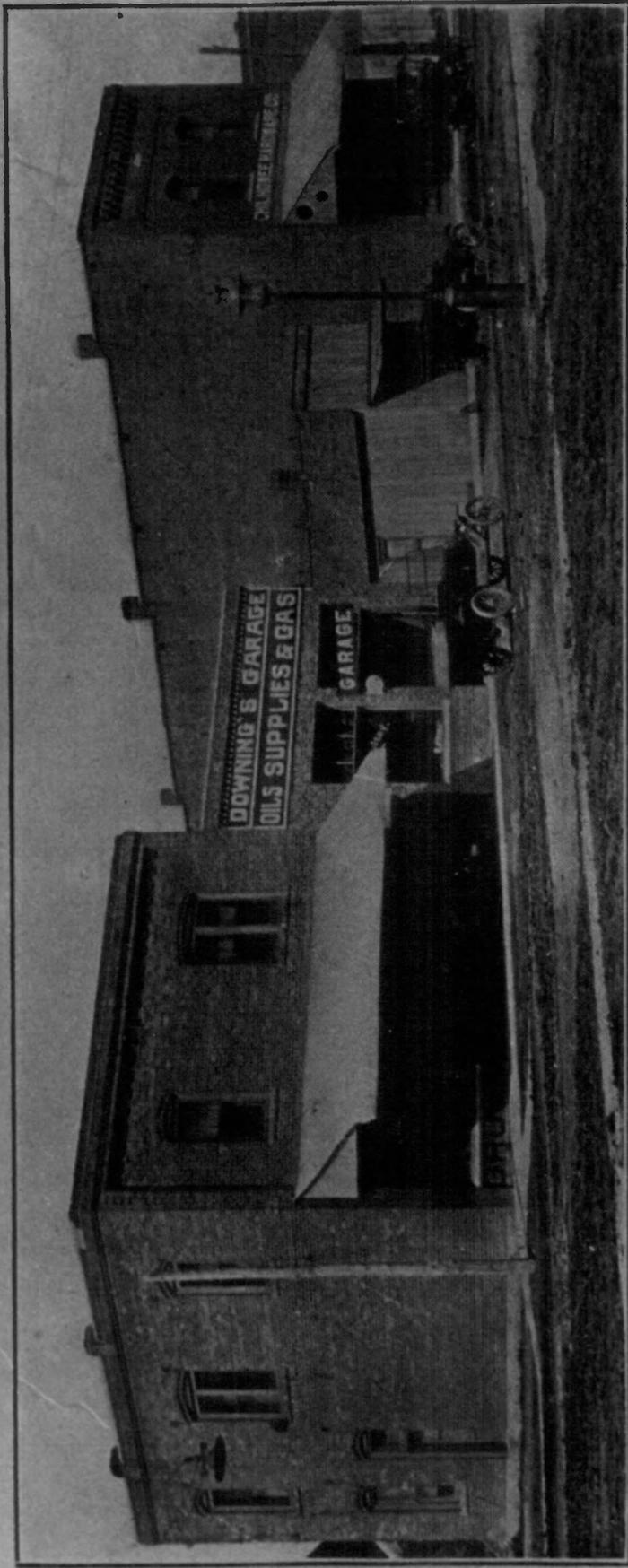
NEG.: SHOW-ME REG. PLAN. COMM.

P.O. 348

WARRENSBURG, MO. 64093

VIEW: FACING NE

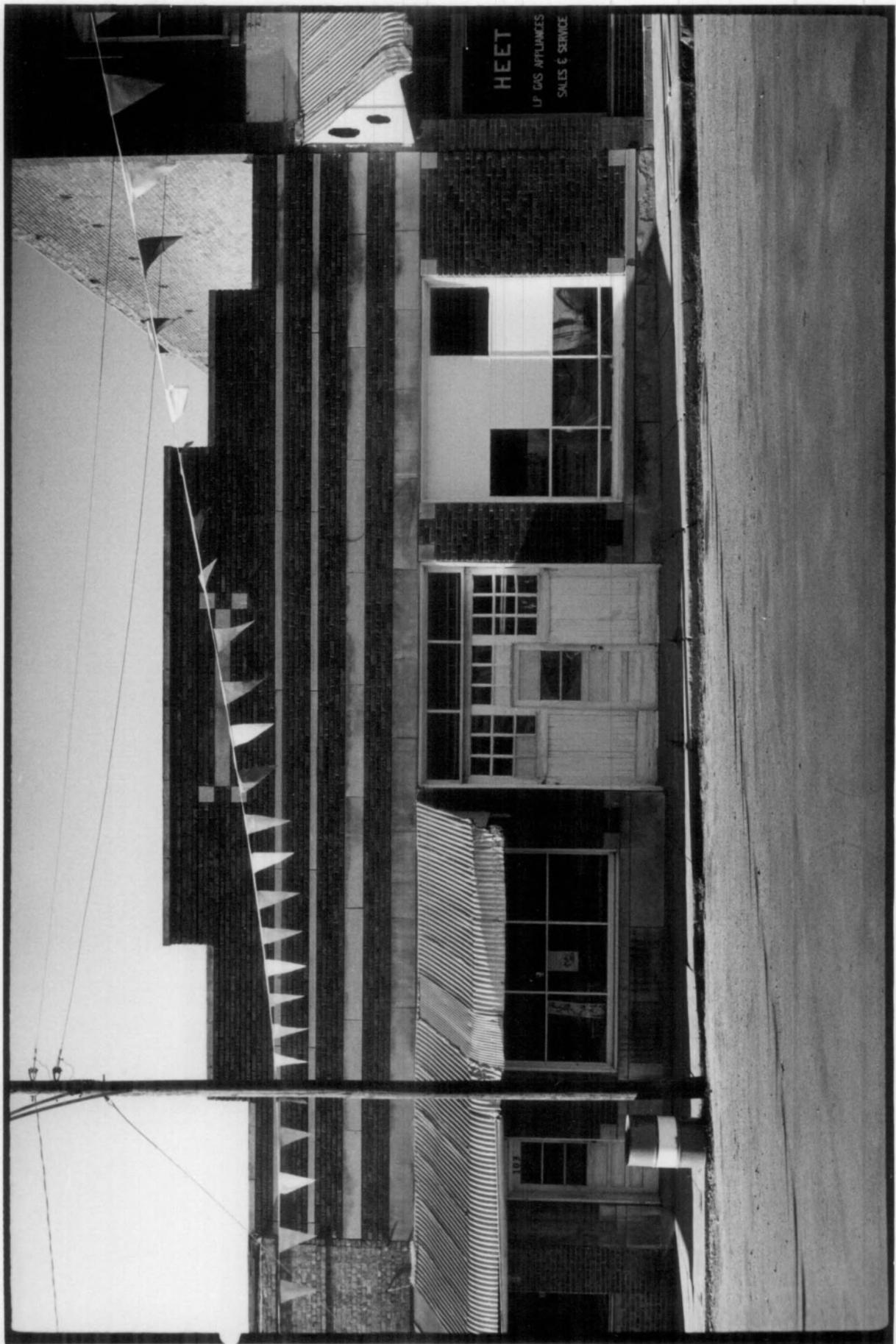
NO. 4



North side of Walnut, looking northeast from Main Street.

①

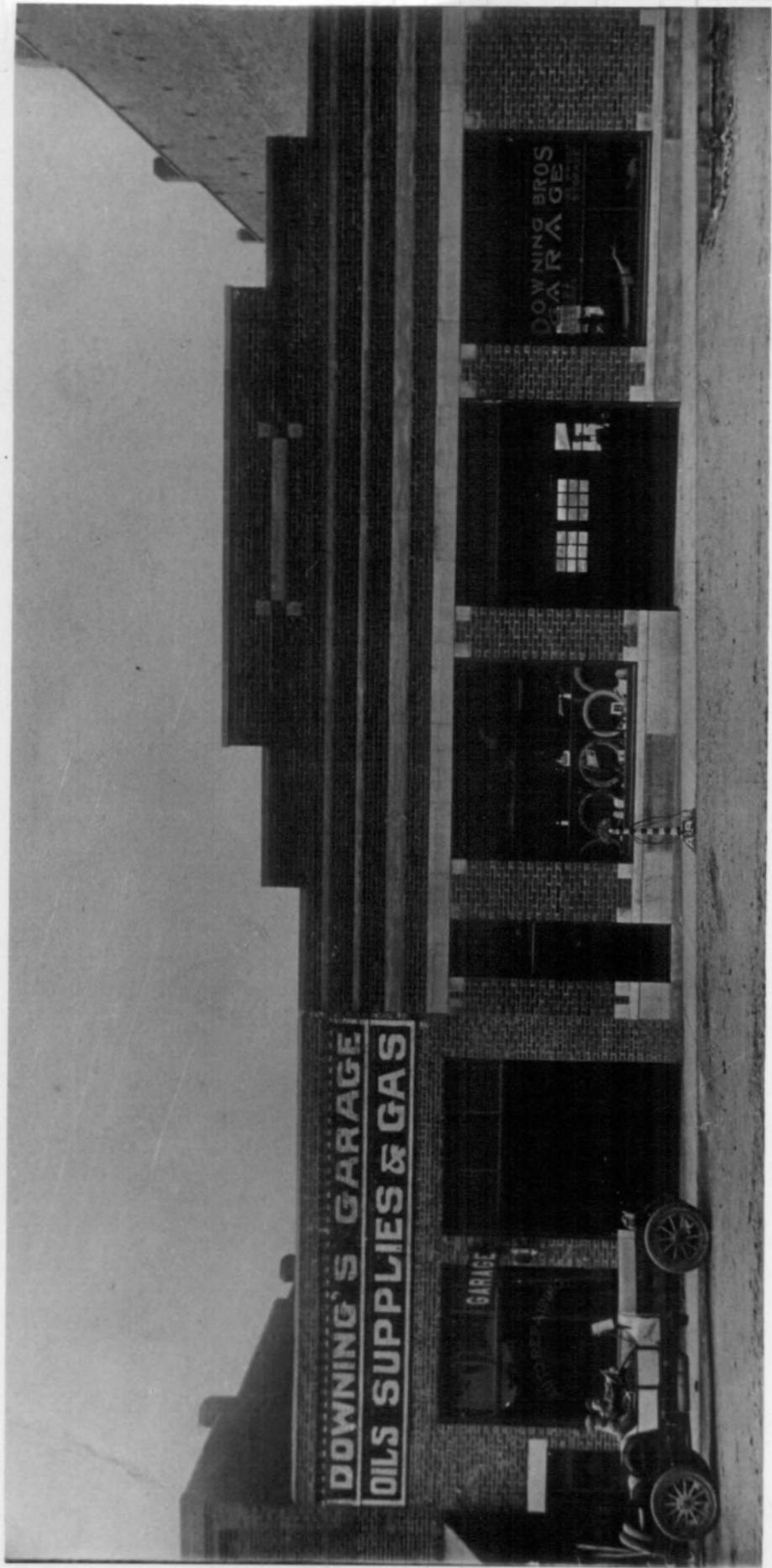
105 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.
PHOTOG.: ROGER MASERANG
DATE: AUG. 1987
NEG.: SHOW-ME REG. PLAN. COMM.
P.O. 348
WARRENSBURG, MO. 64093
VIEW: MAIN FACADE FACING N
NO. 5



HEET
LP GAS APPLIANCES
SALES & SERVICE

187

103-105 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.
PHOTOG.: UNKNOWN
DATE: CA. 1920
NEG.: SHOW-ME REG. PLAN. COMM.
P.O. 348
WARRENSBURG, MO. 64093
VIEW: MAIN FACADE FACING N
NO. 6



Blank lined writing area.

101-107 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.
PHOTOG.: ROGER MASERANG

DATE : AUG. 1987

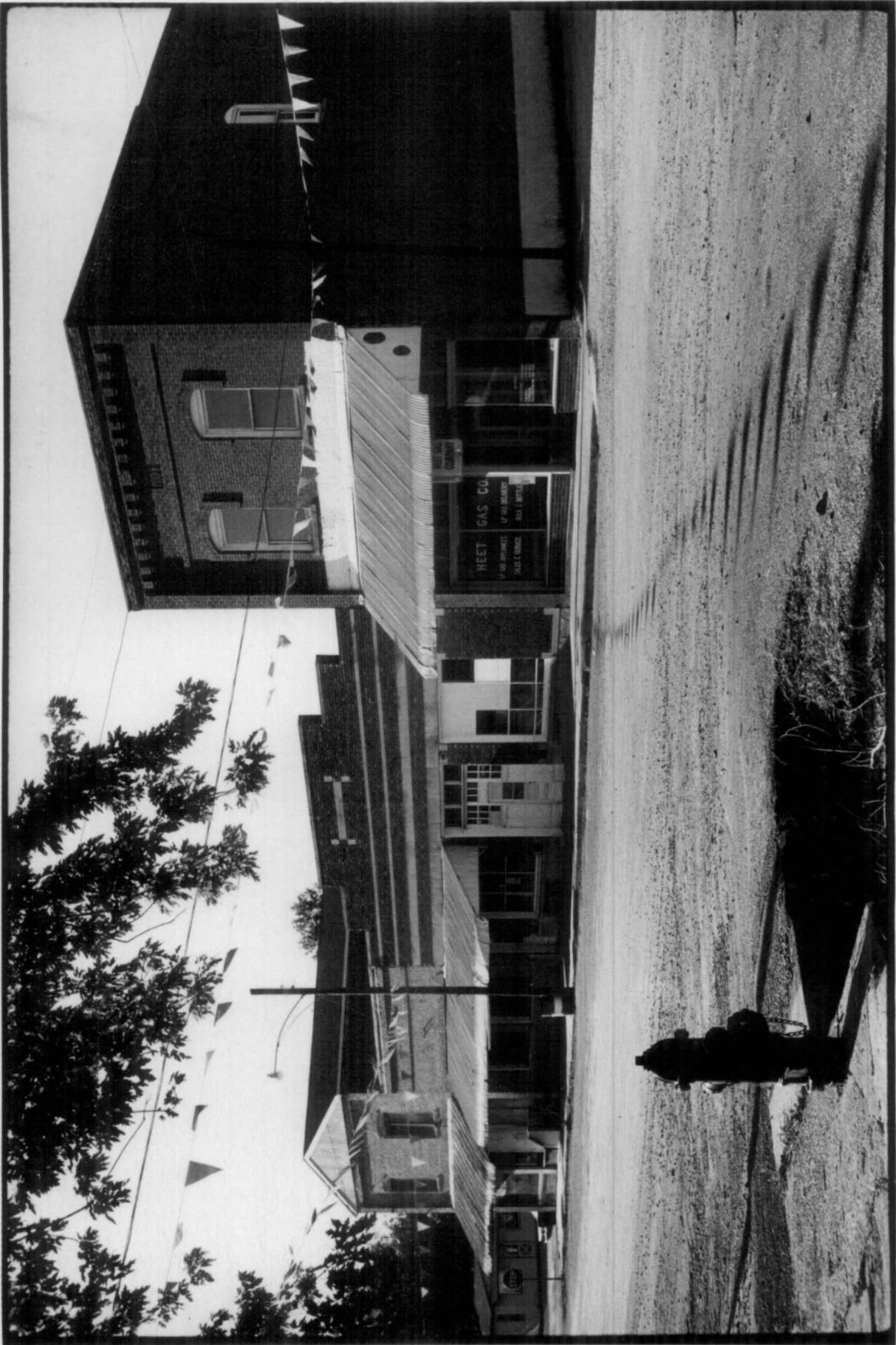
NEG. : SHOW-ME REG. PLAN. COMM.

P.O. 348

WARRENSBURG, MO. 64093

VIEW: FACING NW

NO. 7



111-119 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

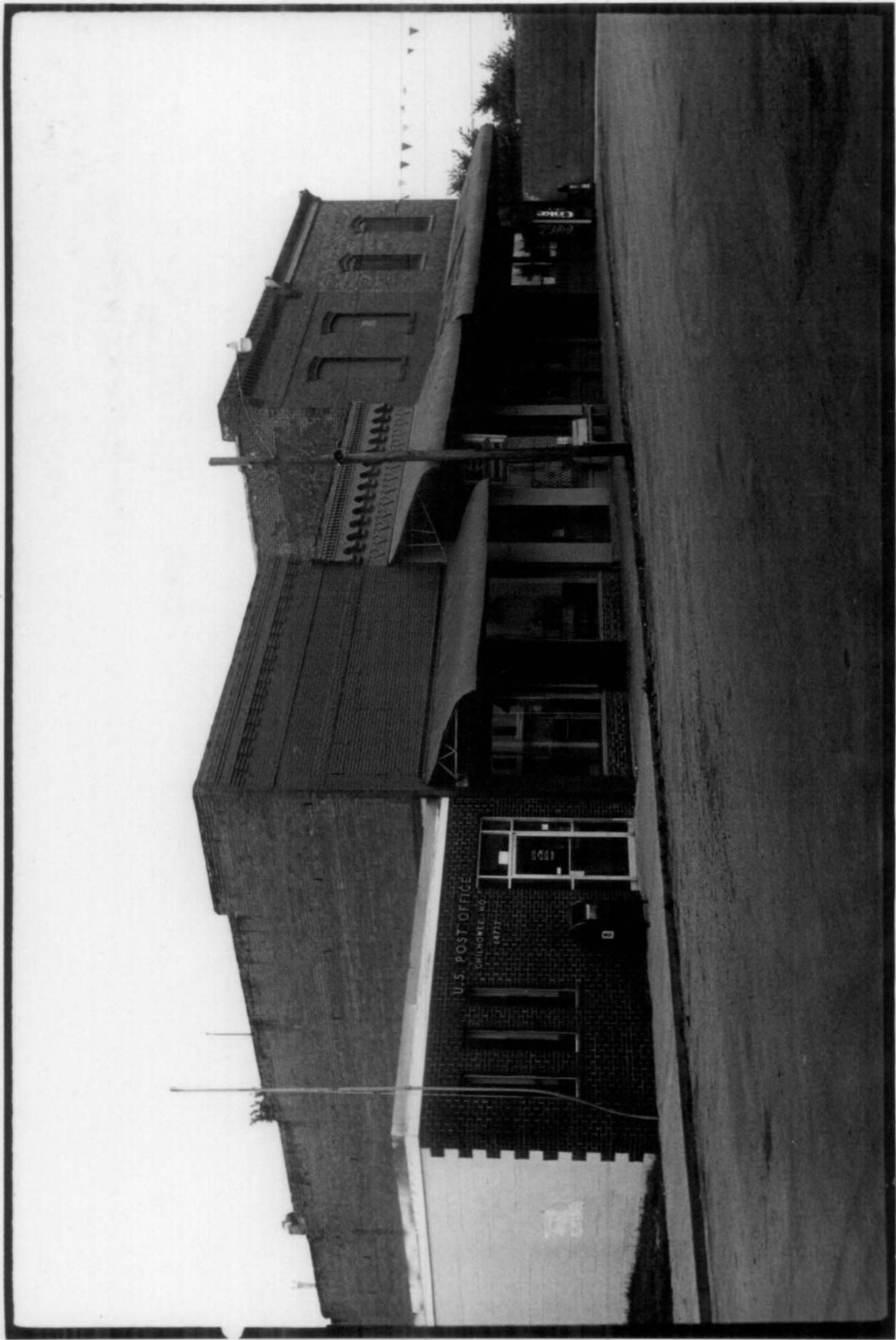
PHOTOG.: ROGER MASERANG

DATE: SEPT. 1987

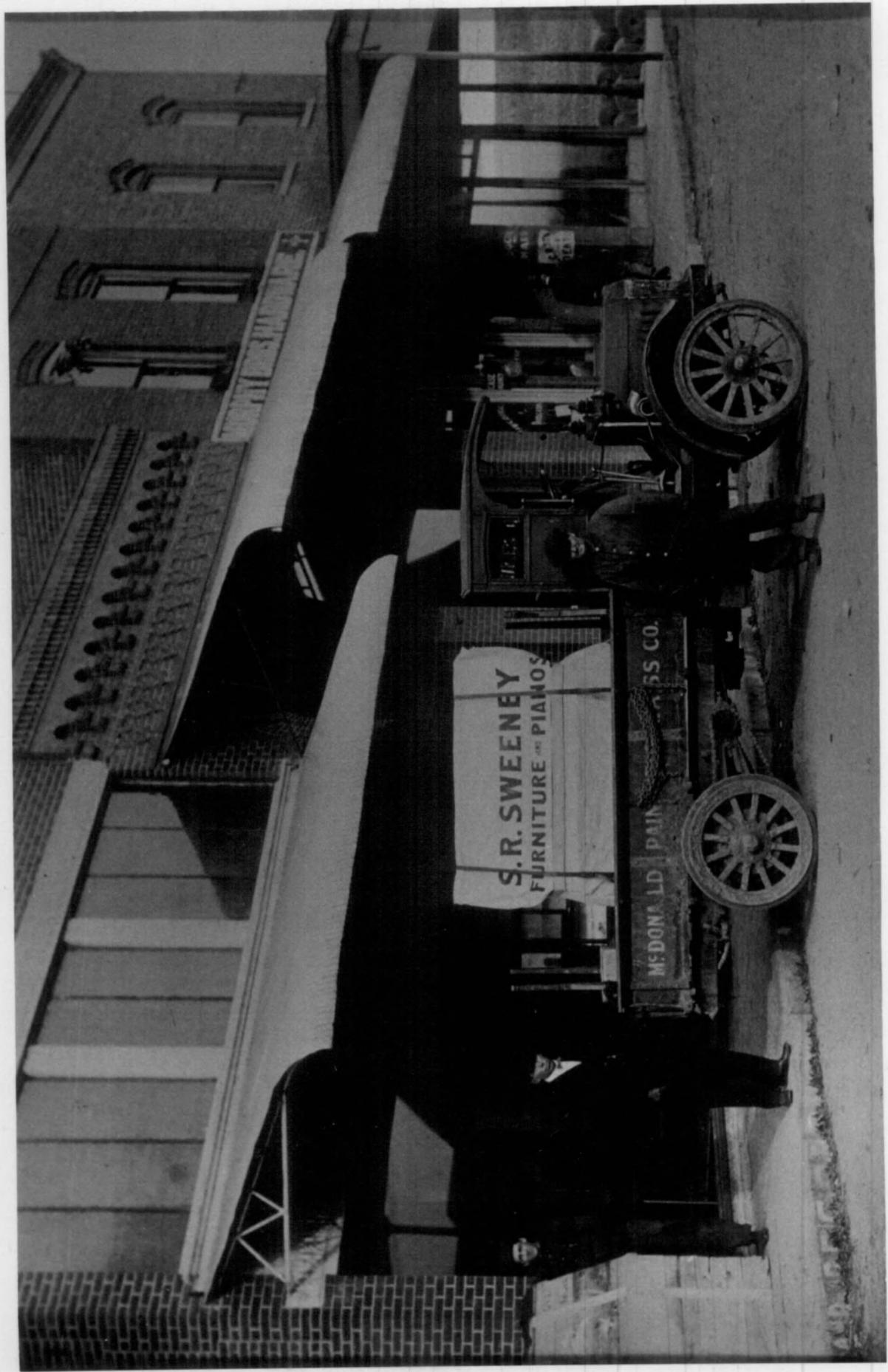
NEG.: SHOW-ME REG. PLAN. COMM.
P.O. 348
WARRENSBURG, MO. 64093

VIEW: FACING NE

NO. 8



113-119 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.
PHOTOG.: UNKNOWN
DATE: CA. 1910
NEG.: SHOW-ME REG. PLAN. COMM.
P.O. 348
WARRENSBURG, MO. 64093
VIEW: FACING NE
No. 9



COMMUNITY CAFE, 115 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: ROGER MASERANG

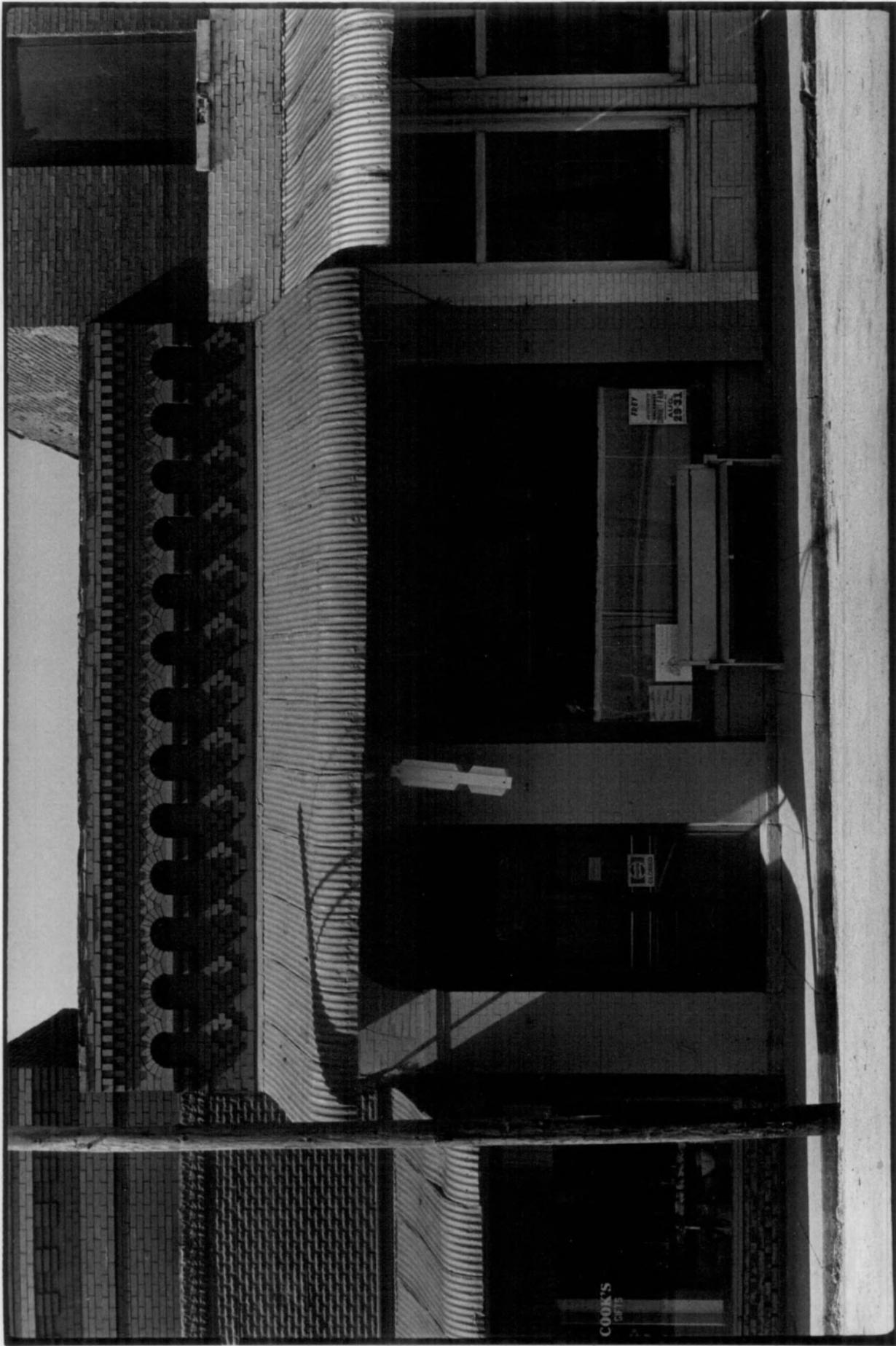
DATE: SEPT. 1985

NEG.: SHOW-ME REG. PLAN. COMM.
P.O. 348

WARRENSBURG, MO. 64093

VIEW: MAIN FACADE, CAMERA FACING NORTH

No. 10



COMMUNITY CAFE, 115 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: ROGER MASERANG

DATE: SEPT. 1985

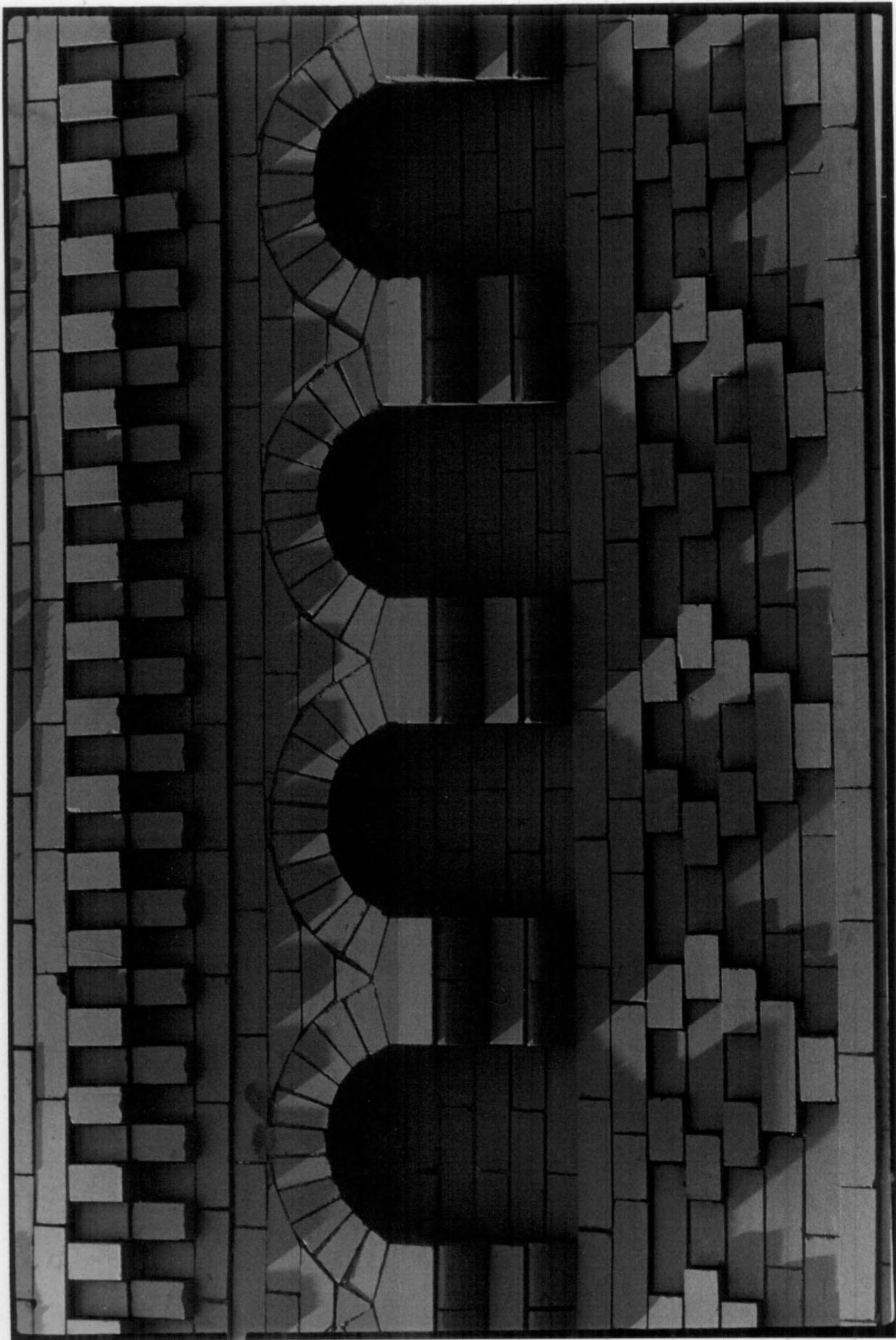
NEG.: SHOW-ME REG. PLAN. COMM.

P.O. 348

WARRENSBURG, MO. 64093

VIEW: PARAPET DETAIL, FACING N

No. 11



117-119 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: ROGER MASERANG

DATE: SEPT. 1985

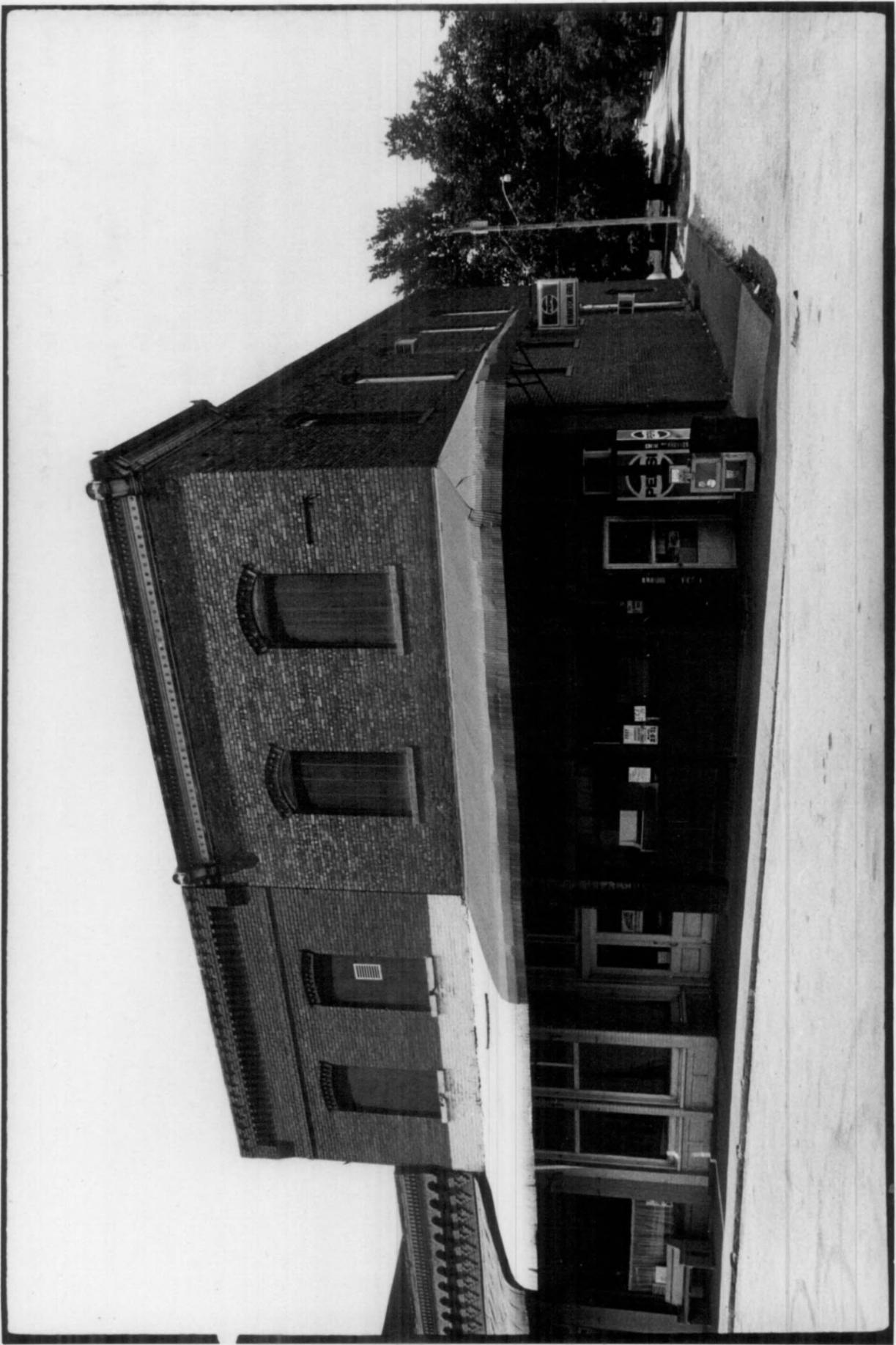
NEG.: SHOW-ME REG. PLAN. COMM.

R.O. 348

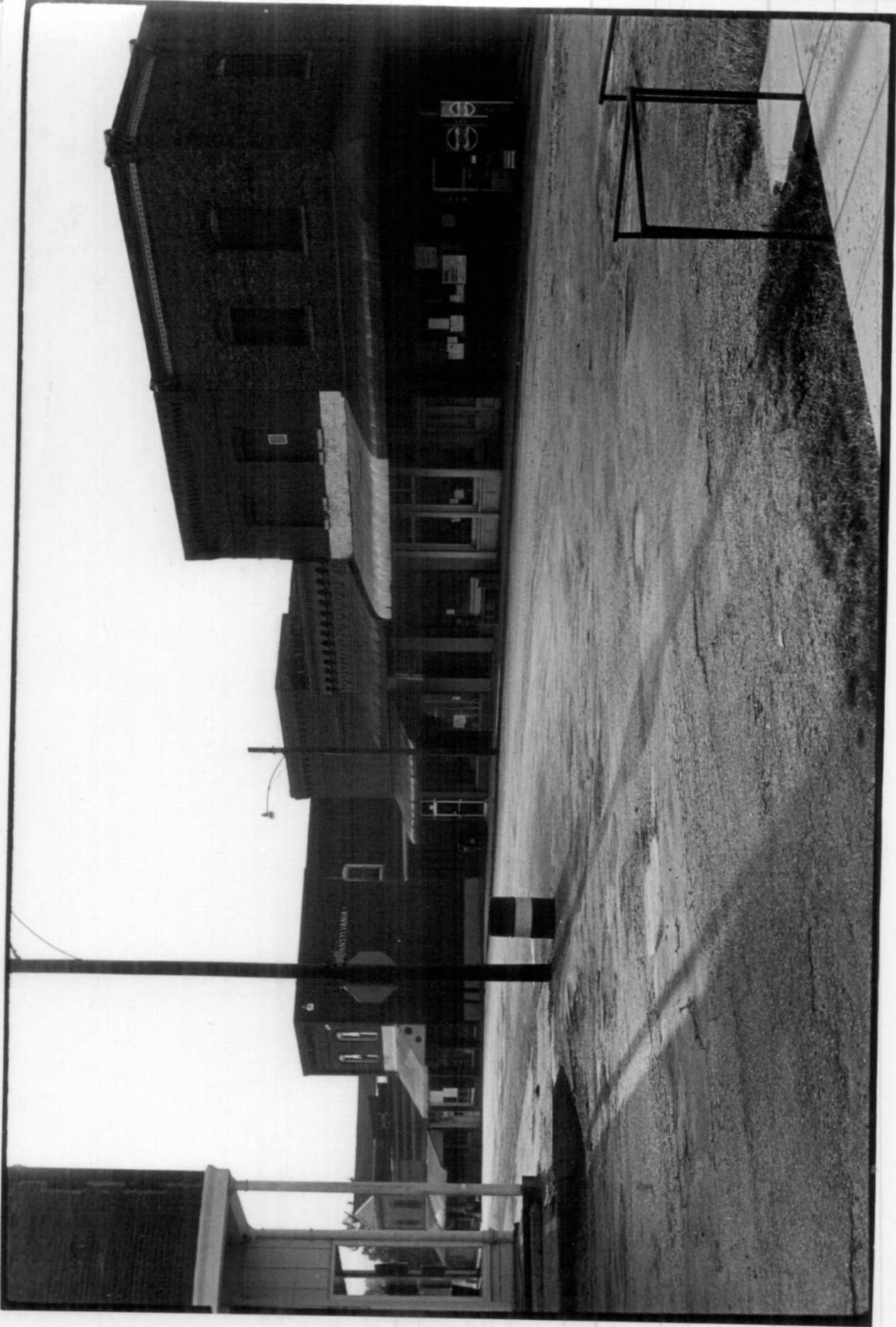
WARRENSBURG, MO. 64093

VIEW: FACING NW

NO. 12



101-119 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.
PHOTOG.: ROGER MASERANG
DATE: AUG. 1987
NEG.: SHOW-ME REG. PLAN. COMM.
R.O. 348
WARRENSBURG, MO. 64093
VIEW: FACING NW
NO. 13



205-207 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: ROGER MASERANG

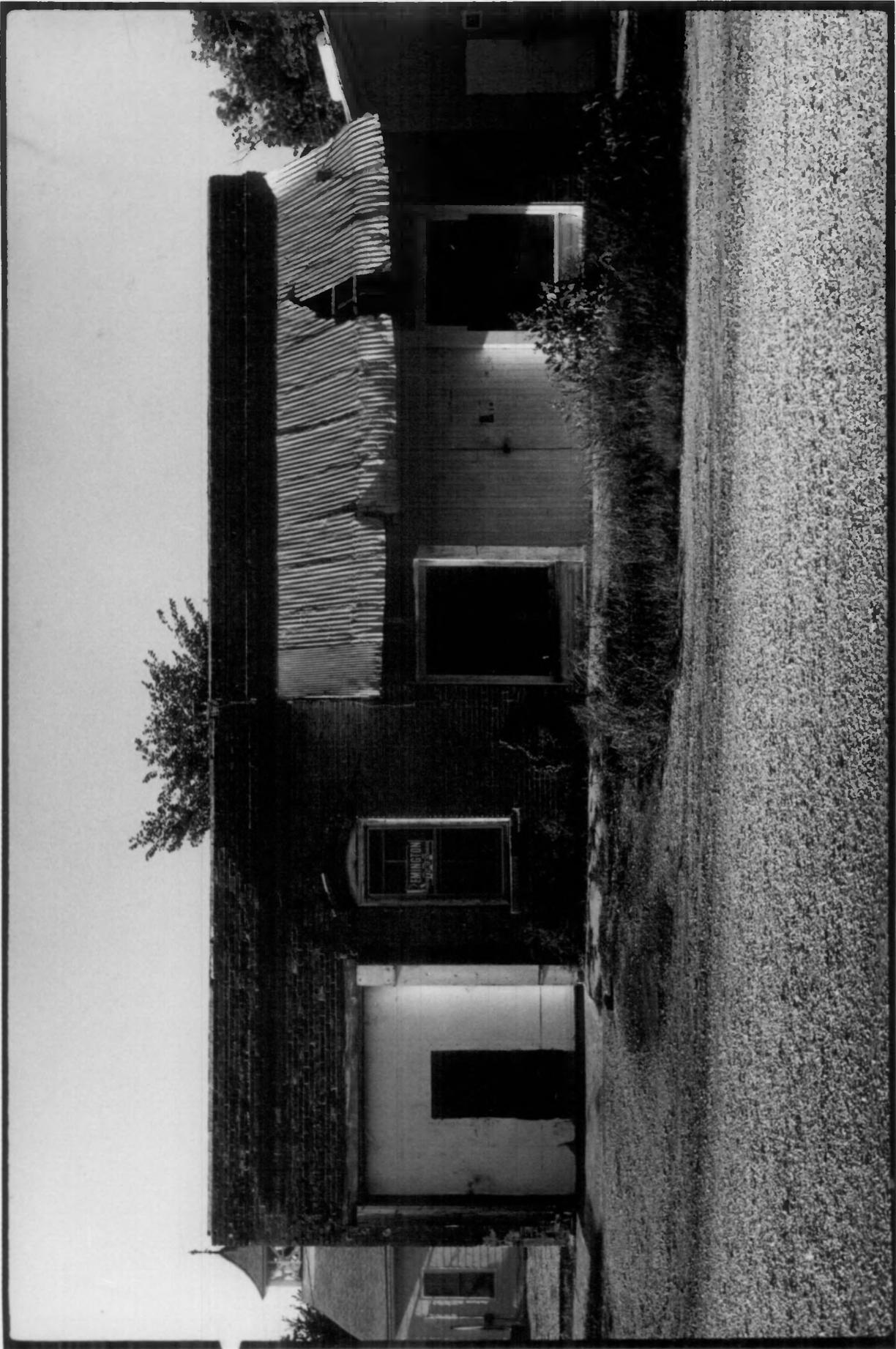
DATE: AUG. 1987

NEG.: SHOW-ME REG. PLAN. COMM.
P.O. 348

WARRENSBURG, MO. 64093

VIEW: MAIN FACADE FACING N

No. 14



206 E. WALNUT, 101 S. PENNSYLVANIA
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: ROGER MASERANG

DATE: AUG. 1987

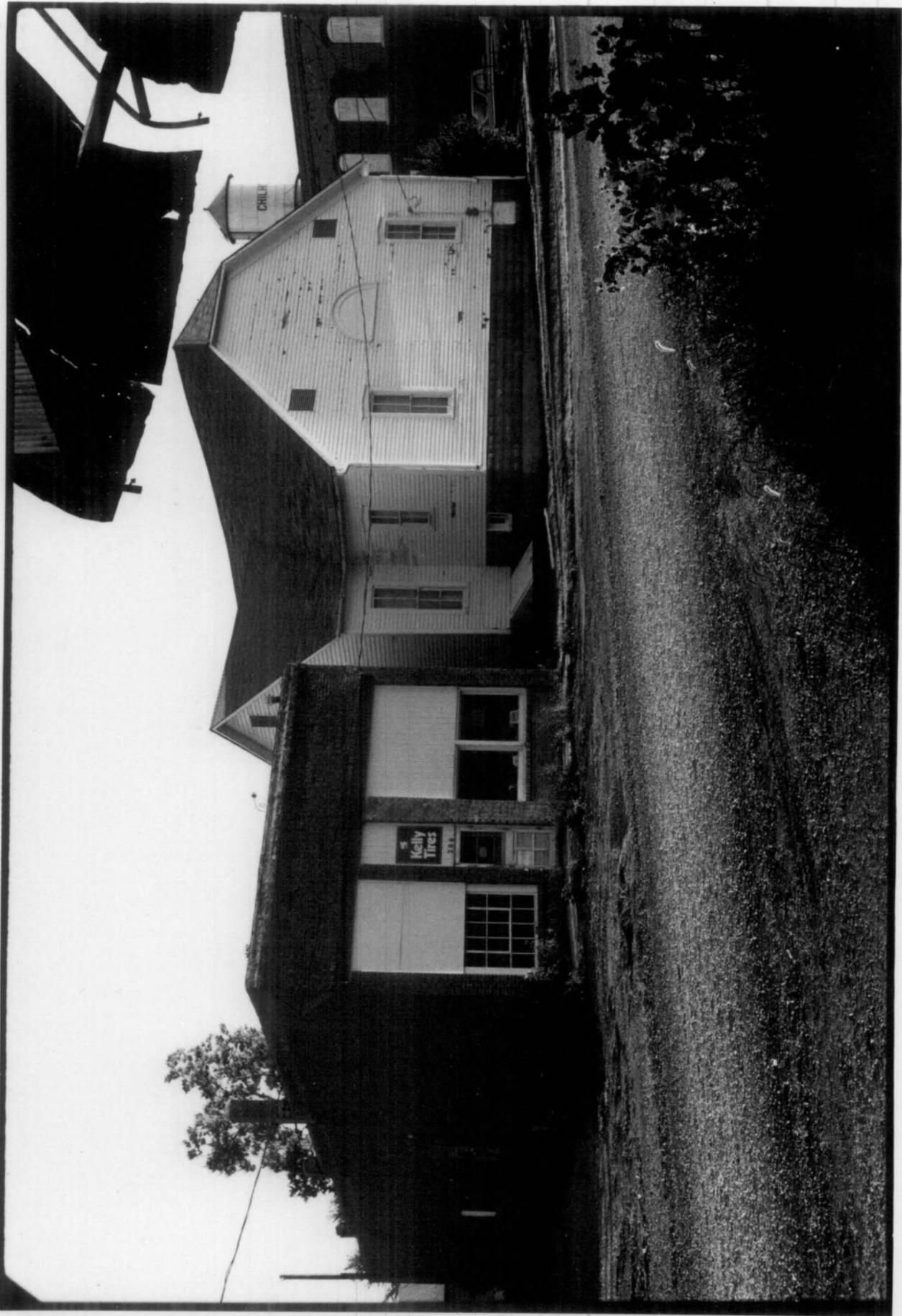
NEG.: SHOW-ME REG. PLAN. COMM.

P.O. 348

WARRENSBURG, MO. 64093

VIEW: FACING SW

NO. 15



WALNUT AND PENNSYLVANIA (118-110 E. WALNUT ST.)
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: ROGER MASERANG

DATE: AUG. 1987

NEG.: SHOW-ME REG. PLAN. COMM.
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WARRENSBURG, MO. 64093

VIEW: FACING SW

NO. 16



SENIOR CITIZENS BUILDING, 116 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: ROGER MASEFANG

DATE: SEPT. 1985

NEG.: SHOW-ME REG. PLAN. COMM.

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WARRENSBURG, MO. 64093

VIEW: MAIN FACADE FACING SOUTH

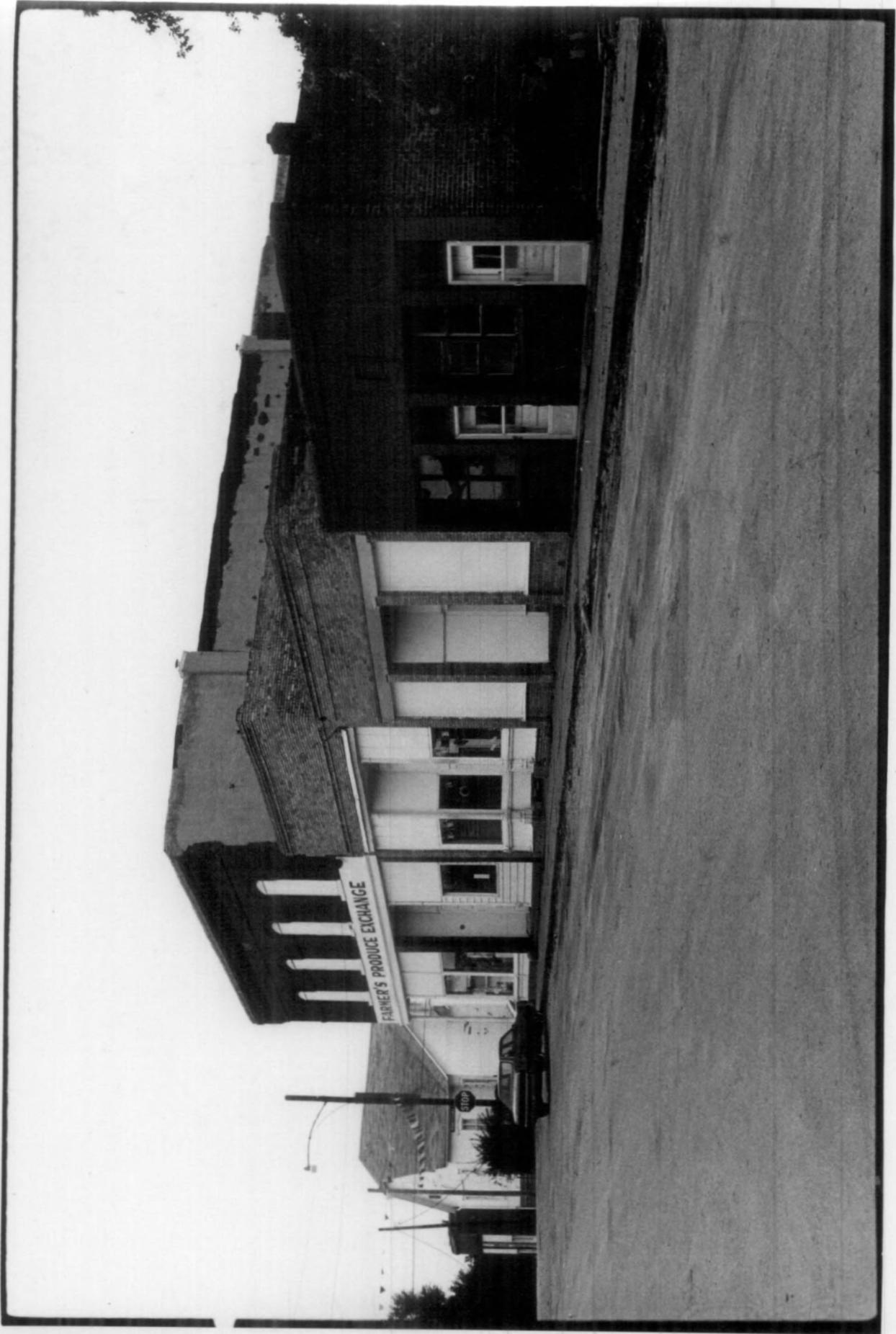
No. 17



CHILHOWEE
SENIOR CITIZENS
BUILDING
116

E

110-118 E. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.
PHOTOG.: ROGER MASERANG
DATE: SEPT. 1987
NEG.: SHOW-ME REG. PLAN. COMM.
P.O. 348
WARRENSBURG, MO. 64093
VIEW: FACING SE
NO. 18



103 S. MAIN ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: ROGER MASERANG

DATE: SEPT. 1987

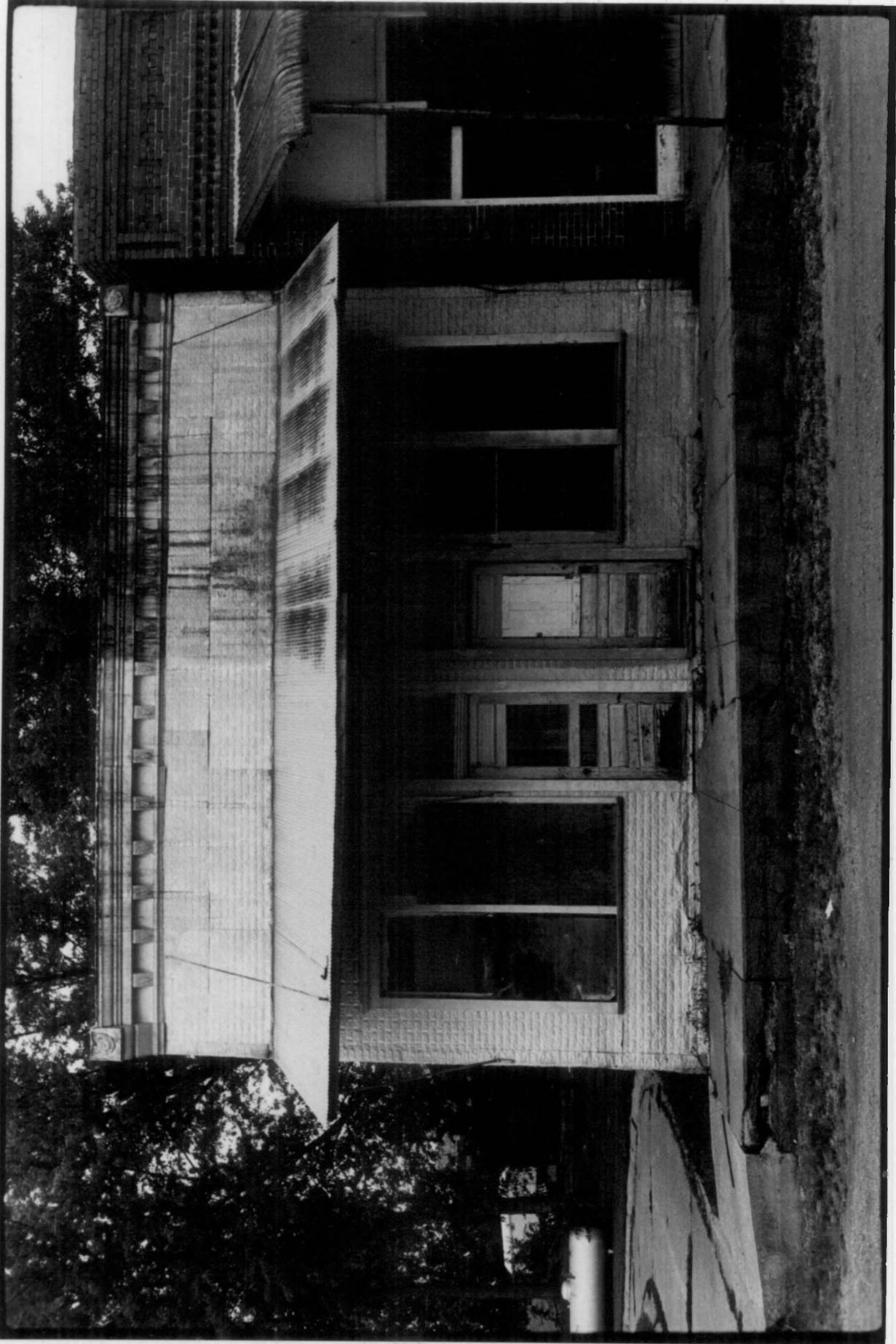
NEG.: SHOW-ME REG. PLAN. COMM.

P.O. 348

WARRENSBURG, MO. 64093

VIEW: MAIN FACADE FACING E

No. 19



105 S. MAIN ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: ROGER MASERANG

DATE: SEPT. 1985

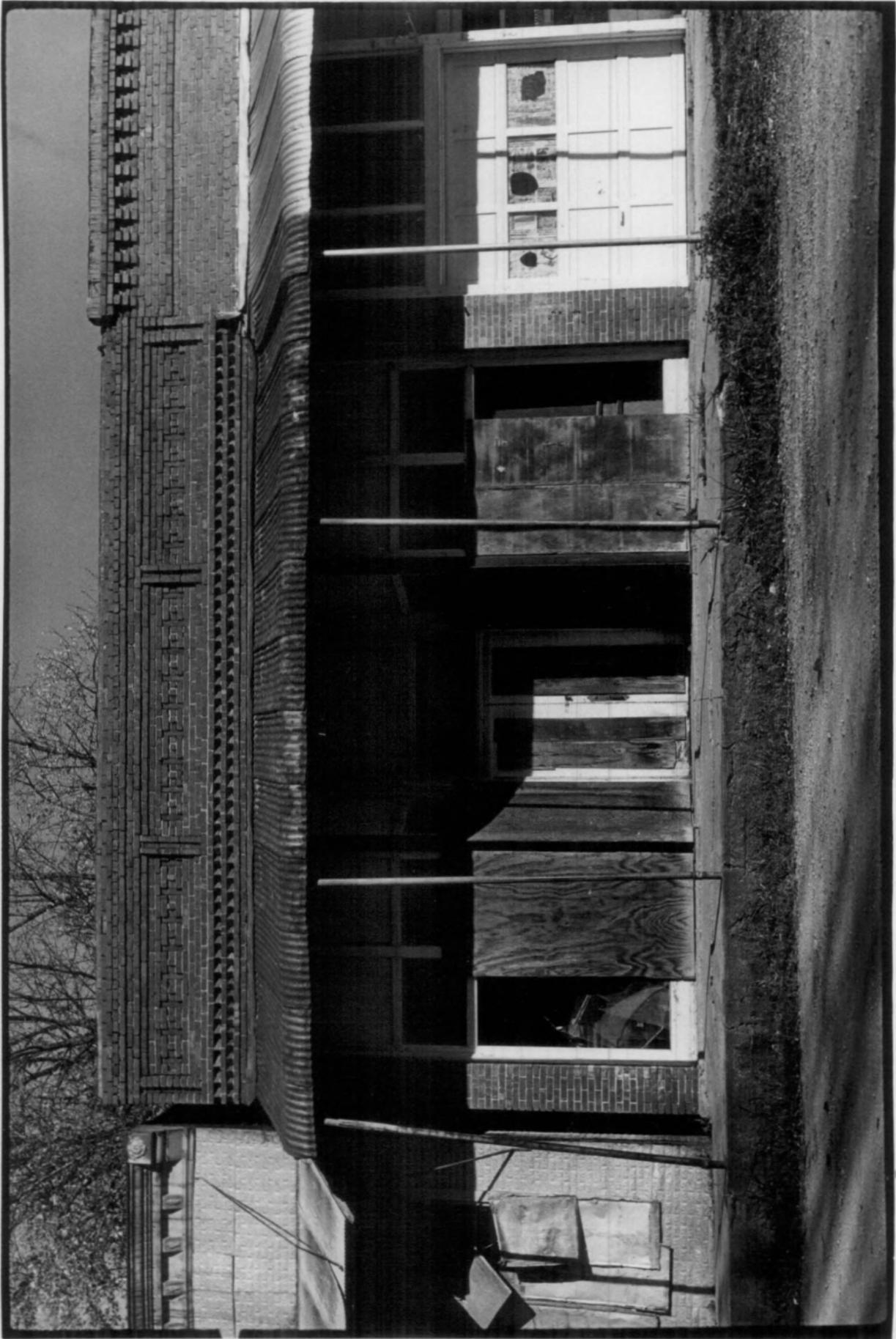
NEG.: SHOW-ME REG. PLAN. COMM.

P.O. 348

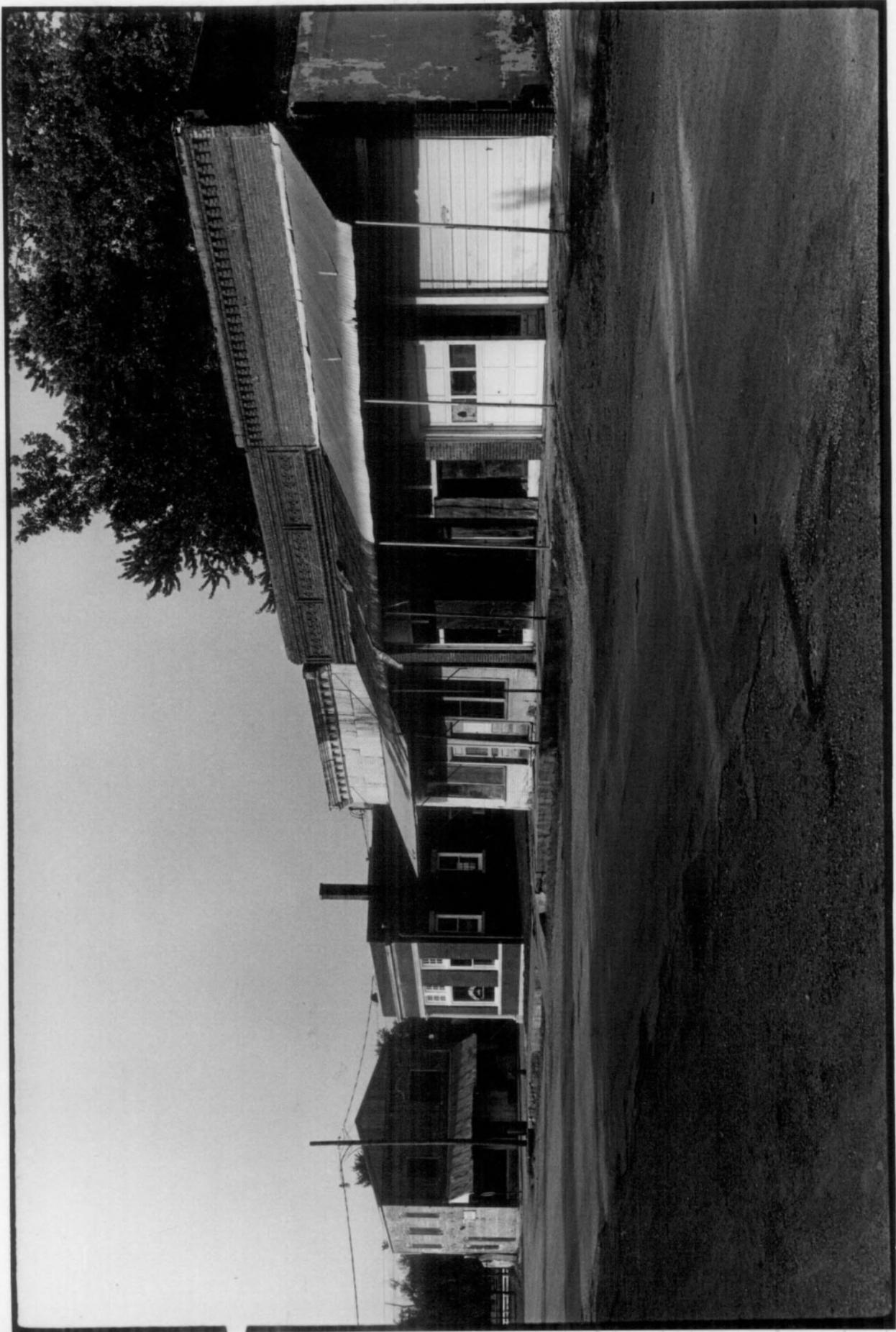
WARRENSBURG, MO. 64093

VIEW: MAIN FACADE, CAMERA FACING EAST

No. 20



100 BLOCK OF S. MAIN ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.
PHOTOGRAPHER: ROGER MASERANG
DATE OF PHOTO: AUGUST 1987
SHOW-ME REGIONAL PLANNING COMMISSION
P.O. 348
WARRENSBURG, MO. 64093
EAST SIDE OF S. MAIN ST., FACING NE
NO. 21



100 S. MAIN ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: ROGER MASERANG

DATE: AUG. 1987

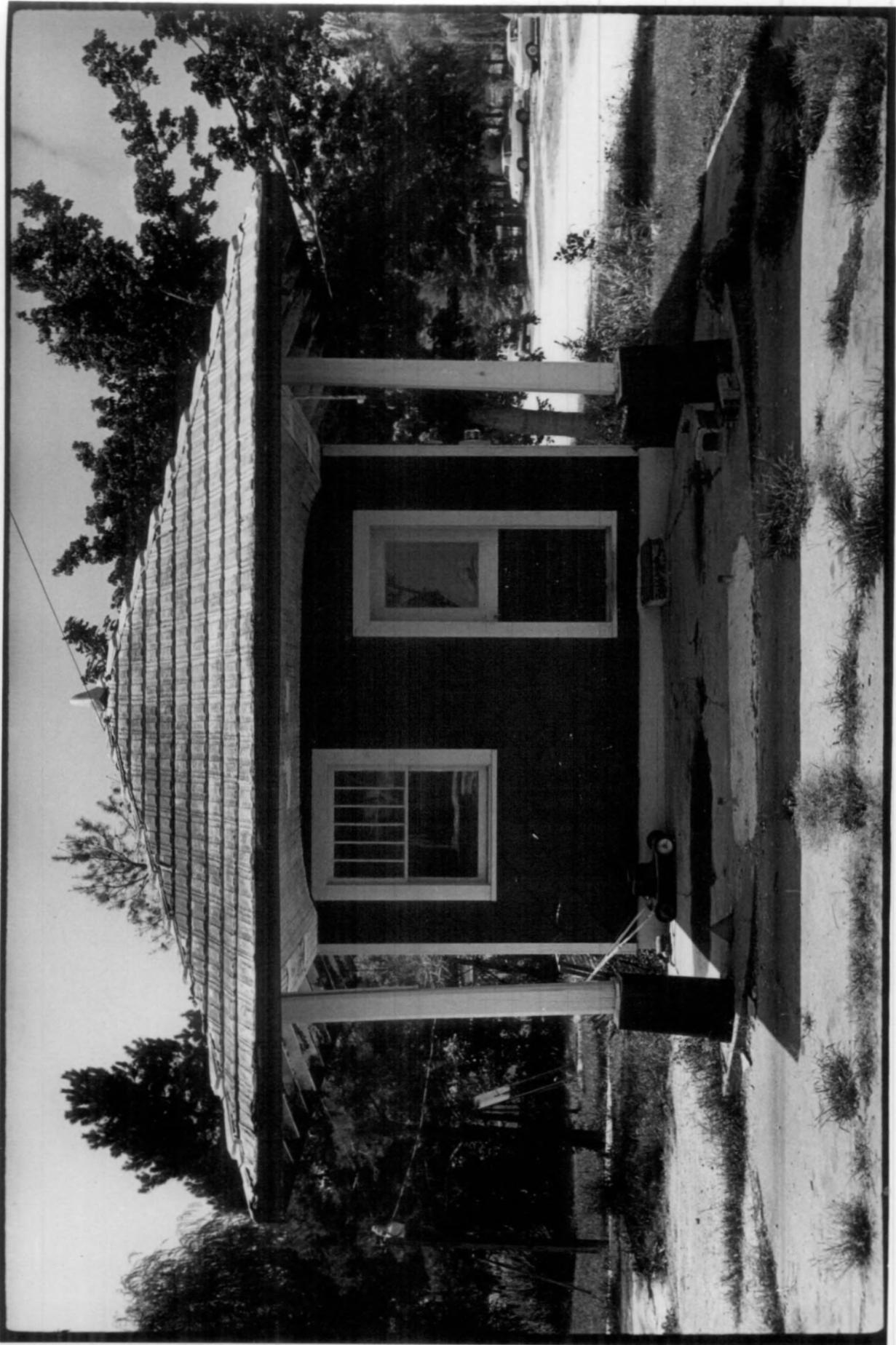
NEG.: SHOW-ME REG. PLAN. COMM.

P.O. 348

WARRENSBURG, MO. 64093

VIEW: FACING W

NO. 22



100 BLOCK OF W. WALNUT ST.
CHILHOWEE HISTORIC DISTRICT
CHILHOWEE, MO.

PHOTOG.: ROGER MASERANG

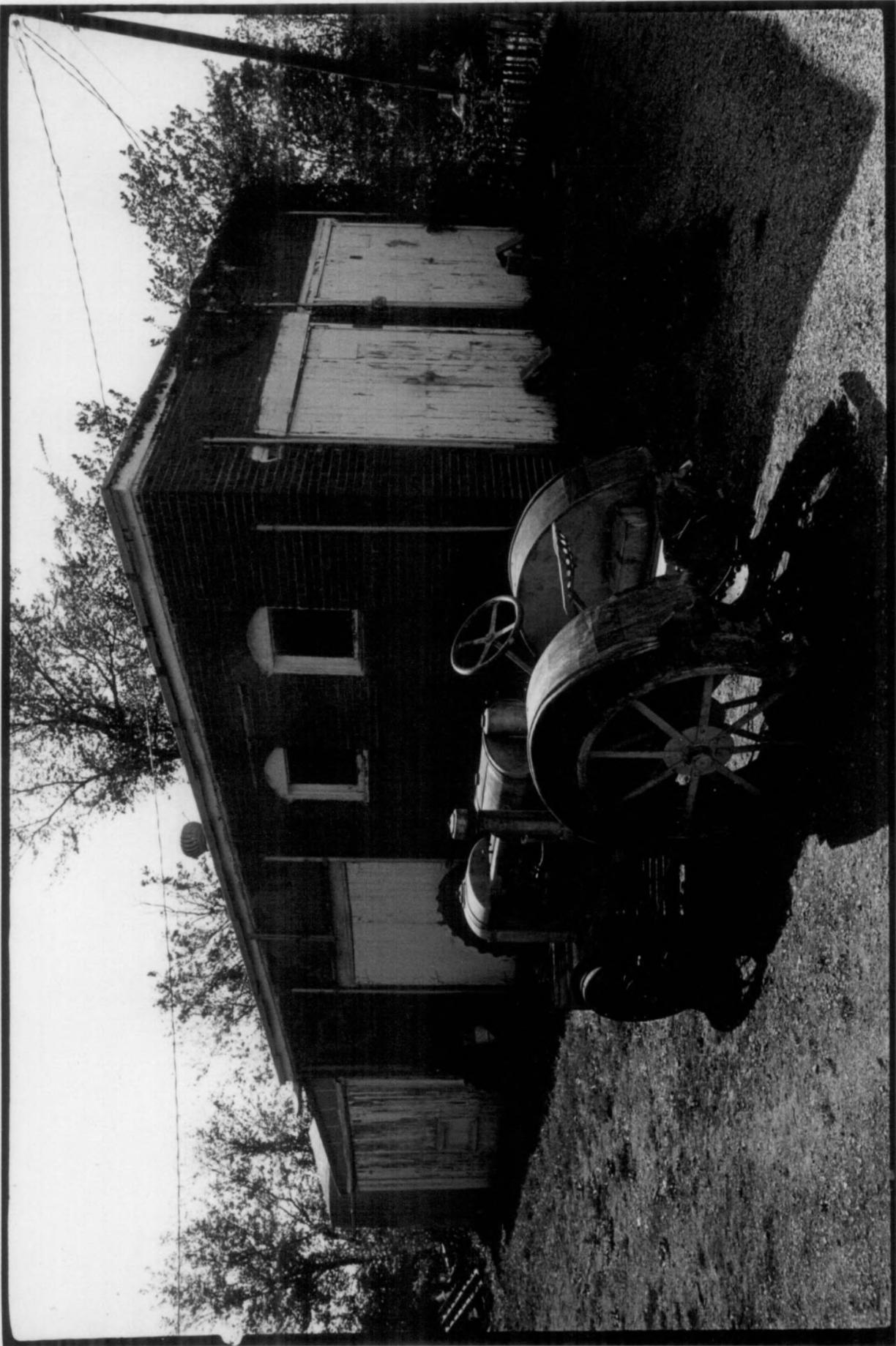
DATE: SEPT. 1985

NEG.: SHOW-ME REG. PLAN, COMM.
P.O. 348

WARRENSBURG, MO. 64093

VIEW: FACING SW

NO. 23



EXTRA
PHOTOS

Today 23
Bldg.



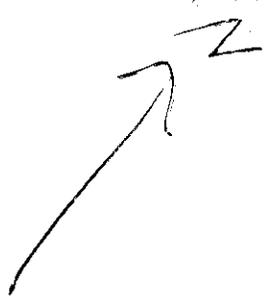
Today:
Bldg.
#18

Today
Vapor
Line

Today #17
Bldg.
and
land

Main St

SW
Wood
Creek



This ca. 1919 photo shows E and N walls of Bldg. 23, the electric light plant. The east facade is basically the same today. (One of the two window openings is rather hard to discern in the photo.) The north facade appears to have one window opening which today is part of a larger vehicle entrance. My guess is that the albedo in the photo is the same as the one in the photo at 400. Bldg. 23 is the same as the one in the photo at 400.

